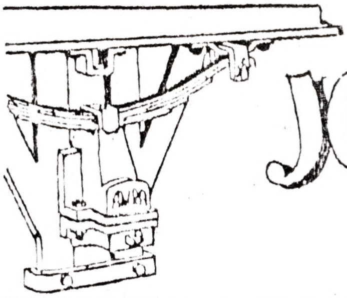

Editorial ... JOURNAL BOX ...

The winds of change are at work again. This will be the last Journal that you will receive in this format. Next year's Journals will be printed on A4 paper. That will mean that each column will be about 88 cm wide instead of the present 72 mm, an increase of nine characters per line. Of course, the printed pages will also be deeper, 280 mm instead of 220 mm, thus giving about 47% increase in content.

The thing that worries me most is where is this increase in content going to come from. Over the last few issues of Journal, with the increase in the size of Branch Notes, and the increase in the number of acrimonious letters, the reduction in modelling content has been dramatic.

The survey carried out by Gordon has not produced any conclusive results as the response was so small. Perhaps some trends could be seen, but no real conclusions could be reached.

Perhaps the 'push' from the West has had negative results resulting in a period of apathy from our members. Perhaps they are all waiting to see if Journal will 'quietly' die out, or if perhaps the West will take it over and revitalise it.

Whatever the reasons, the result is that we are going to have a little difficulty in producing a 47% larger magazine with a 90% reduction in output from our members.

NOW, no, yesterday, is the time for YOU to sit down and write up your favourite modelling topic - be it a description of your layout, how you solved that problem, or just a few lines passing on some handy hint to our other members. How about it - you are the only one who can get us out of our present doldrums.

Being that time of year again, let me, on behalf of all the Journal staff, wish you a Happy and Holy Christmas, and a hope that the coming year will bring everyone joy and fulfilment.

Rex Little
Editor

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THE FEDERAL SCENE

FROM THE PRESIDENT —

Regrettably, it has become apparent that a small number of members have decided to introduce politics into the Association - something we have been able to do without since the formation of the AMRA.

This has resulted in the loss of some potential, and, possibly, some existing members, and this trend will continue, as it did in the case of the NMRA, if the situation is allowed to expand.

Politics belong in the Municipal, State and Federal spheres, and should remain there - the AMRA is no place for them.

REMEMBER - THIS IS A MODEL RAILWAY ASSOCIATION!

In keeping with the majority of members, the Federal COM endorse the improvements to the layout of Journal, and, while being hopeful that the problems associated with reproduction, particularly of photographs, can eventually be overcome, are mindful that, as pointed out in the 'Notes From The Managing Editor' in Journal 156, production is being effected by 'volunteer amateurs', who have, at least, produced reasonable 'quantity', if not perfect 'quality', and kept costs within manageable limits.

Let us, therefore, offer some encouragement, not 'brickbats', and, if some vital member of the team cannot produce his share of the work at the required time, due to sickness or other unforeseen circumstances, let us not vilify the Managing Editor and the rest of the team if the Journal is a few days' late.

Remember, it is not so very long ago that Journal was often not received until weeks after the due date and was then often 50% 'reprints'.

As this is the last issue of Journal for 1983, I take this opportunity of offering Seasonal Greetings, albeit a little early, to all members and their families, along with the hope that the personal emnities that have reared their ugly heads in the last 12 months will be forgotten, and that 1984 will be a year of co-operation and progress within our Association.

Keith J Wilcox

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THE SECRETARY'S DESK —

The COM has been taken too task for failing to have the ballot papers signed by the Secretary, and failing to draw members' attention to the fact that the voting was secret, and the paper should have been returned in a separate envelope to maintain anonimity. Our explanation of how these shortcomings occurred apparently did not satisfy the Branch concerned, but nothwithstanding of those members who have so far renewed, a larger proportion than normal have filled in and returned them, and even a couple were not concerned about secrecy and signed them.

How the average Australian is concerned about voting has been shown in recent local elections. Even though compulsory, a 60% turnout was about the highest recorded for any zone, and the same trend is evident in government elections.

The same attitude is shown in the matter of nominations for the COM. Any organisation needs a hand to steer the ship on its journeys, but so few are prepared to offer a hand.

My average quarterly metered telephone calls are $83, of which a good proportion is due to Association business, but the only amount I charge AMRA is for the $10 odd per quarter for the additional charge on the rent for dual entry in the Directory. Yet I note in a Branch newsletter that the President says to ignore the statement on the nomination form about the need for the COM to live within reasonable travelling distance to one another. On a form issued by Telecom, I see that the STD charges to Perth after 6 pm is 39 cents per minute and to Melbourne and Brisbane 32 cents for a person to person call: for a hook-up to enable scattered committee members to hold a meeting would need something more sophisticated. It has also been suggested that delegates be flown over from time to time for meetings; this would be all 'pally and sociable', but from the amount of feedback we ever get from members, there has never been anything that could justify the expenditure involved, without bumping up fees. Just how would the general membership react to an increase in fees for this reason?

On the matter of fees, these are set from time to time by the COM, just the same as any other organisation, and, if they send out Journals, newsletters, etc, the cost of same is met by a proportion of the fees. There is no differential rate, whether one wants to receive the Journal or not. If it was specifically shown on the application form or the renewal notice just what the subsciption amount was, and what the fee for receiving the publication was, it would be a different matter. But in the single fee case, I have not experienced any organisation that would give a reduction for not receiving their publication.

There is another point that still arises, and which we can only repeat for the umpteenth time - we are not, as far as Journal is concerned, in competition with AMRM or any other magazine - Journal is, and should be, the mouthpiece for the members of AMRA, who can let members know what they are doing or intend to do, and read what others are doing.

The NMRA does not consider their Bulletin is in competition with any of the numerous magazines produced in the States, but even with 26 000 odd members, they need a lot of copy to produce 12 issues per year, the contents of which will hopefully satisfy at least the majority of members.

As too few bothered to answer the recent questionnaire on Journal, it may be assumed you are prepared to let the COM produce it in a manner to suit our circumstances. Wanting to drive a 'Rolls' on a 'Mini' budget is wishful thinking, especially when left to a few.

It would be nice to deal with matters of model railway interest and not nit-picking for a change.

The forecasts for the economy for '84 are not all-together rosy, but the COM hopes that our members will not be unduly affected, and wish you all the compliments of the season.

Norm Read
Federal Secretary

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AMRA

HON LIFE MEMBERS

Rick Richardson	1955
Tim Dunlop	1956
Mayer Levy	1957
Alan Wilson	1961
Arthur Harrold	1961
Margaret Dunlop	1962
Jack Treseder	1965
Cedric Rolfe	1970
Faith Dean	1972
Ernie Dean	1972
Norm Read	1973
Rex Little	1974
Maurie McKinnon	1976
June Dune	1978
Stuart Westerman	1980
Bob Gorrell	1981
Mal Baker	1983

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MERITORIOUS AWARDS

Bob Gorrell	65	Dot Treseder	78
Ivor Bunker	67	Tony Gray	78
Alan Dowel	69	Jim Christie	78
Stephen Suggit	69	Jack Parker	78
Rex Little	70	Rup Ackland	78
Norm Read	70	Bill Moorehouse	79
Jack Treseder	70	George Bray	79
Mal Baker	71	Arthur Hayes	79
Glyn Shepherd	71	Simon Mead	79
John Sneddon	72	John Harry	80
John Dunn	72	Harold Warren	80
Graham Larmour	72	Cec Wall	80
Ken Down	73	Jack Eagles	80
David Ellis	73	Ted Thoday	81
Arthur Robinson	74	Audrey Cornish	81
Bruce Lovett	74	Ray Brownbill	81
Eric Doherty	76	Bob Edwards	82
June Larmour	76	Graham Watson	82
Fyfe Thorpe	77	Steve Malone	83
Eric Lyon	77	Alan Porter	83
John Skilton	77	Stuart Westerman	83
Keith Robinson	77	Bob Wardrop	83

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NOTES FROM THE MANAGING EDITOR

There appears to be a need to set a few things straight, so here goes. It is understood that some people claim that the provisions of the Federal constitution with reference to the conduct of secret ballots have been ignored or flouted, or both.

Neither of these things have been done intentionally or deliberately - the fact that the ballot papers were not initialled by the Federal Secretary was due entirely to an error on my part; it was found later that the original draft for the ballot papers was so initialled, but I missed it, and when it was retyped to fit in with the other enclosures, the final 'copy' had no initials.

As to preservation of secrecy and/or anonimity, it was clearly stated on the form that it was to be 'Ticked ONLY, with NO OTHER MARKINGS', and that the sheet would be removed and put into a separate container for transmission to the Returning Officer.

It was not considered necessary to insist that the ballot paper be returned in a separate envelope, as the whole idea of the '3 in 1' enclosure was to save postage, but if members deemed this amount of secrecy necessary, there was nothing to stop them doing this. In fact, it has been found that some members ignored 'secrecy' so much that they signed the forms!

There also appears to be an impression in some quarters that Journal is trying to emulate or compete with AMRM. This is completely erroneous, as no such intention or attempt has been considered or entertained on Editorial or Management level.

Journal is an 'in house' magazine, endeavouring to supply news, views and information to and from AMRA members, in particular, of a type unsuitable for AMRM in view of its general and public distribution.

Both publications have the same basic interest - model railways - but are widely separated in other ways, and will, undoubtedly, remain that way, each serving its particular field.

With regard to the content of Journal, it MUST be remembered that 'what is one man's food is another's poison!'. Journal is NOT purely a technical publication, and, in my opinion, it should not be so, but, if such was the intention, or ambition, as has been said, ad nauseum, 'Who is going to write all the necessary articles?'.

Response to requests for material over the last 12 months has been better than it has been for a long time, and enough to avoid excessive use of 'reprints', but much more is needed, other than 'State News', particularly, if the latter is to be restricted or condensed, as some would appear to wish for.

Journal, from the first issue of 1984, will change to a side-stapled format, produced on standard A4 paper, 210 x 297 mm.

The results of the 'Questionnaire', which only barely 20% of members bothered to complete, showed an almost exactly even balance between those who preferred the existing format and those who suggested, or supported, change, but the facts that the change will save considerable time and effort in folding and stapling, eliminate trimming, result in Journal and the proposed "Members' Information Sheets" being identical in size and allow easy removal of unwanted material (advertisements, etc), as well as providing for easy filing in reaily obtainable plastic covers, added considerably weight in favour of the change.

My best wishes for Christmas and the New Year to all members.

Gordon Duncan

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FROM THE TREASURER —

AUSTRALIAN MODEL RAILWAY ASSOCIATION

FEDERAL COMMITTEE OF MANAGEMENT

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDED 30 JUNE 1983

RECEIPTS

Cash at bank 30 June 1982	2547.79
Petty cash on hand 30 June 1982	40.00
New Members' Subscriptions	655.00
Membership renewals	6349.73
Joining fees	632.00
Sale of badges	1.50
Donations	62.80
Journal Advertising	639.50
Bank interest	71.71
Sale of Guides	125.60
Adjustment to Petty Cash Float	260.00
	$11385.63

EXPENDITURE

Printing of Journal		4099.73
Postage of Journal		925.28
Journal Expenses		576.98
Stationery		49.05
General Postage		573.98
Trophies & Awards		128.76
Advertising		17.10
Solicitors Fees		180.00
Transfer to Building Society Account		1000.00
Stamp Duty		28.65
Insurance		173.35
Purchase of Typewriter	1473	
Less Paid 1.7.83	500	973.00
Repairs & maintenance		170.00
Petty cash on hand 30 June 1983		360.00
Cash at bank 30 June 1983		2129.75
		$11385.63

STATEMENT OF FUNDS AT 30 JUNE 1983

Commonwealth Trading Bank, O'Connell St, Sydney		
Current account, as above		$ 2129.75
Sydney Permanent Building Society Limited		
Balance 30 June 1982	$ 358.05	
Interest credited November 1982	17.90	
Interest credited May 1983	61.92	
Transfer from bank account	1000.00	
Balance as at 30 June 1983		1437.87
Petty Cash on hand 30 June 1983		360.00
		$ 3927.62

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that, in my opinion, the above statement is a true and fair record of receipts and payments during the year ended 30 June 1983 and of cash funds on hand at that date.

R.W. Gorrell, FCA
(Registered under the Public
Accountants Registration Act
1945, as amended)

DATED at Sydney this 9th day of August, 1983.

RUNAWAY ENGINE ON THE MAIN LINE!!

Out of control, with throttle wide open, No 1706 roared down the track. One of the wildest rides in railway history.

Condensed from Popular Science Monthly

by E D Fales Jr

Reprinted from The Reader's Digest, December 1961

At 10.29 pm on 12 November 1959, a warning bell sounded in the signal box overlooking the sprawling terminal yard of the Jersey Central Railroad in Jersey City, Signalman Joe Hilinski looked up, startled. The bell shouldn't have sounded. No trains were supposed to be moving in the yard. Hilinski spun around to his model board - the 12 foot track diagram on the wall. For a moment he was reassured. Not a track on the board was lighted.

Then a tiny white buld lighted up on Track 9. Something was coming!

Hilinski peered out into the darkened silent yard. There were no lights; nothing was moving. He felt his flesh start to creep.

Suddenly Hilinski spotted a dark mass, moving fast. As it neared, he made out the shape of a diesel-electric locomotive, with all lights extinguished. He judged from the roaring sound that it was being driven at full throttle.

"She's going to hit the derail," he gasped. This is a heavy iron wedge clamped to one rail to derail any runaway freight car before it can roll out onto the main line.

The locomotive came to the derail - and the impossible happened. It went right over it. Each wheel sprang eight inches into the air and landed back on the rail. Then the engine blasted out on Main Line Track 3.

Hilinski shouted an urgent and seldom used command into his phone: "Hold on three!" That was an order to stop all trains on Main Line Track 3 - a drastic step on a busy 60 mile an hour thoroughfare.

Two miles away, Joe's warning cry was heard by his brother, assistant chief dispatcher Frank Hilinski, the night boss.

"What's wrong?" demanded Frank.

Joe's voice shook. "You have a runaway engine, travelling fast, all dark."

"Which way is he headed?"

"West - against traffic."

Frank Hilinski jumped up. Six freights and passengers were rolling on the four main line tracks within 30 miles of the terminal. The nearest, the east bound New York Clocker, a crack passenger express, was on Track 1, coming fast and due to stop at Bayonne in four minutes. The runaway on Track 3, adjacent to Track 1, would slam through Bayonne just as passengers would be swarming over Track 3 to get to and from the stopped Clocker. If the engine plowed into the crowd....

Hilinski quickly ordered Bayonne signal box to try to stop the Clocker before she entered the station. He also phoned Bayonne yards.

"There's a runaway engine coming your way," he told the startled yardmaster. "Set flares. We don't know what's wrong with the crew."

Perhaps the driver had fainted, with his foot still heavy on the deadman's pedal. May be some drunk had stolen the engine, or a madman was holding the crew at gun point.

The phone rang. The Bayonne yardmaster reported back. "Your engine is No 1706. Went by here at 10.34. Never slowed down. Couldn't see any crew." No 1706 was a huge, 123 ton diesel-electric workhorse assigned to yard duty.

At 10.35 the runaway, having covered four miles from the Jersey City yard in five minutes, charged without warning through Bayonne station. Passengers waiting for the Clocker, now stopped safely outside the station, heard the apparition coming and shrank back in fright. No one was hurt. West of the station, the crew of the halted Clocker was astonished to see an engine, all dark, roar past on the wrong side and vanish into the night.

In the next 90 seconds, Frank Hilinski did some fast thinking. The train chart now showed that the runaway was speeding toward a head-on collision in about 18 minutes, with No 692, a freight rolling east from Bound Brook. He had to get the engine off Track 3 somewhere.

Hilinski turned to a two-track line called the Perth Amboy Branch. It swings away from the main line at a busy junction known as E'port (short for Elizabethport). But both branch tracks were blocked. A Pennsylvania seashore express was barrelling north on Track 1. A freight was plodding south on Track 2. However, it would be 30 minutes before the runaway could overtake the freight. Hilinski, playing for time, ordered E'port box to send the runaway hurtling down the branch on south bound Track 2.

Hilinski now phoned division superintendent Joseph Galuppo at home. The call awakened Galuppo. A normally calm man, he became in the next half hour, he later testified, almost a nervous wreck.

Hilinski stated the situation briefly. Should he open Raritan River drawbridge and dump the engine into the river?

"No!" roared Galuppo. Barges filled with propane used the Raritan. An engine smashing onto a propane barge could set off a devastating explosion.

The speaker interrupted. It was E'port box reporting: "Runaway by here. Passing her from Main Line Track 3 to Branch Track 2."

Suddenly superintendent Galuppo, still on the phone with Hilinski, had a daring idea. "Get hold of Jeffrey (trainmaster Ed Jeffrey, at Long Branch, New Jersey)," he said.

At this moment the big freight on Branch Track 2 was approaching the Raritan drawbridge, 15 miles south. In command of her engine was Chet Gudmunson, a small white haired man. Also riding the engine were fireman Harold Johns and head brakeman Leo Barry. At the bridge Gudmunson saw a waving lantern and braked to a stop. The bridge captain shouted, "Your driver is wanted on the phone in a hurry - Jeffrey's calling."

Gudmunson climbed down and ran to the bridge phone. Trainmaster Jeffrey's voice said, "Don't interrupt! Just listen. Seconds count."

Jeffrey said that a runaway was coming. "We'd like you to cut off your train and proceed immediately to the straight track at South Amboy. We'll switch the runaway from Track 2 to Track 1 to go around our stopped train, then back to Track 2 so he's behind you. When you see him coming up behind, match his speed, then slow down, let him bump you and force him to stop. We'll stop the north bound express at South Amboy."

Gudmunson knew he was being asked, not ordered. This was beyond the call of duty. With retirement coming and a wife at home, he didn't have to risk his life. Neither did Johns or Barry.

Gudmunson consulted with them a few seconds. They'd all go.

By this time, Hilinski had all boxes on a single phone circuit. Up and down the line, everyone heard these reports in quick succession:

10.53, from South Amboy box: "Gudmunson passing south bound, moving slowly, 10 miles an hour."

10.54, from Barber box: "Runaway by here fast on Track 2. Speed is 45."

10.55, from Woodbridge box: "I just switched runaway over to Track 1. She nearly dumped, but she made it." Then, at 10.58, from South Amboy box, disturbing news: "Gudmunson has stopped!"

At this moment, the runaway was only a mile behind.

Gudmunson was worried. He had proceeded one half mile to the straight track at South Amboy, as ordered. Then, feeling a desperate need for more information, he had stopped at a trackside telephone. Brakeman Barry went to the track phone for instructions. There had been no time for the voice at the bridge to tell Gudmunson one important fact: The runaway was running dark. So the three crewmen, staring back into the empty blackness of a tunnel through which they had just passed, were all watching for something they would never see: a headlight.

At the Raritan drawbridge, the crew of Gudmunson's train, mystified at being left behind by their engine, heard a roar behind them. At 10.57 the runaway skinned past them on Track 1 and across Raritan drawbridge.

Ahead of the runaway, points slid and locked. The runaway's speed tape later showed that she hit these 10 mph points at 46 mph. She lurched, leaned over hard, made a slamming turn and settled down on south bound Track 2. The passenger train was now safe. But the runaway was only a half mile behind Gudmunson and his parked engine.

Ahead, to the south, Gudmunson could see the express lying in South Amboy station with its headlight blazing. Normally, it would have been dimmed. Gudmunson didn't know that the driver had been ordered: "Keep your light on so it will shine on the runaway."

Peering at the darkened tunnel, Gudmunson suddenly saw the dim reflection of the express train's headlight on the runaway. The engine was right on them.

Johns shouted for Barry as Gudmunson reached for the throttle.

A diesel builds up power slowly - you can't rush it. Gudmunson eased the lever back an inch; then he gave her quarter throttle and she began to roll. Within 10 seconds, he risked half thottle, and the engine shook. When his speedometer said 35, he gave full throttle.

They flew past the express waiting in South Amboy station. Just ahead lay a sharp S-curve. "I've got to do it now," Gudmunson decided. With his speed at 60, he began shutting down and valving air. The runaway was dangerously close.

Head brakeman Barry thought Gudmunson slowed too much. Barry shouted, "Hold on hard - it's going to ram us!" Gudmunson yanked the throttle open but too late. The collision was deafening. Steel motor hood doors all along the catwalk burst open. Barry and Johns were slammed into their seats.

The couplers had met and locked. Gudmunson shut off power, but was afraid to apply hard brakes; his engine might cartwheel.

Johns, holding the handrail, crept back along the rocking catway. The heavy steel doors - 10 of them - kept slamming in his way. Flashlight in hand, he closed each door, swung to the other engine and into the cab. There was no one there. He flashed his light on the controls. Everything was perfectly set for running: throttle pulled back full, air brakes set for running. The isolation switch - which can cut generator power from the wheel motors - was on. He shut the throttle and heard No 1706 die. Then he set the brakes and flipped on the cab light. Instantly he felt Gudmunson apply full braking power.

The two engines slid to a stop in a cloud of hot sand and smoke. Gudmunson proceeded to the nearest phone. He lifted the receiver and all along the line, from Jeffrey at Long Branch up to Hilinski at Jersey City, they heard his voice: "This is Gudmunson. We got her."

"How's her crew?" someone asked.

"Crew?" said Gudmunson. "She's got no crew. She's a bloody ghost."

The mystery is now two years old and still unsolved. The FBI and New Jersey's Public Utilities Commission immediately investigated. The runaway had been parked, awaiting a new crew, with its engine idling, standard practice in cold weather. The locomotive had taken off within two minutes of the time her crew had left her. What happened in those two minutes?

Several theories were considered - and exploded. Had someone tried to steal or wreck the engine? There were no clues, no fingerprints. Besides, it would have taken an expert to know the starting procedure.

Had the throttle vibrated open by itself. This has been known to happen on some engines, but PUC tests showed it couldn't have on No 1706. Even if it had, who shifted the engine from neutral into gear, released the air brakes, put the isolation switch on "run"?

Had the runaway been carelessly parked? Her crew, all veterans with good records, testified they had carefully gone through the eight-step shutdown routine.

One safety precaution resulted. Locks were installed in all Jersey Central engines, like the ignition lock of a car. Locked in neutral, the engine could be idled - but not moved.

No 1706 had covered 22 miles in a frightening adventure that lasted exactly 36 minutes. You can see her today, plodding the yard at Jersey City, strangely docile and content, blissfully unaware that she had given one of America's finest railways a fright it will never forget.

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MODEL RAILROAD PASS EXCHANGING

by Rick Richardson

Like so many innovations in the model railroad hobby as we know it today, the pastime of pass exchanging began in the USA. The model railroad pass has its roots in the real railway 'pass' or 'authority to travel', which permitted the bearer to travel free of charge. These prototype 'tickets' were, and still are, issued to employees and others to ride between specified stations, or sometimes over the complete line, or even a whole rail network. The classic example of this latter situation is the gold pass Australian Federal politicians are prone to issue to themselves for travel anywhere over the entire Australian railway network - free! You and I, of course, as ordinary humble citizens, have to pay the ruling rate to cover our fares for such journeys.

What exactly is a railway pass? In its simplest and earliest form, it was a small piece of paper signed by an authorising officer which permitted the person named on the document to travel gratis as a passenger. On real railroads some of these permits remained just that, a piece of signed paper, numbered, dated and bearing not much else, other than perhaps limiting dates for its use, and the destinations for which it was valid.

As railway companies gained in affluence, so did their passes tend to become more ornate. Paper gave way to heavier pasteboard. Printing became decorative, two or more colours were used, decorative borders, elaborate scrolls and perhaps a die impressed seal of the company logo or coat of arms appeared. The average model railroad pass falls somewhere between these two extremes, limited only by the cost of printing, and the imagination of the individual concerned.

In the USA there is now a more or less standard size for passes. Most American passes are about 98 mm x 59 mm, printed on one or both sides. In Australia, Britain, Europe and elsewhere, size and shape of passes vary a great deal, but these 'non-standard' examples are quite acceptable as 'currency'. It is your railroad name, and your pass, so do your own thing. Just remember, though, that if you fancy having an ornate pass in gold lettering on black silk finished card about 20 cm square, apart from the astronomical cost of producing the things, you also have to mail most of them overseas.

Pass exchangers are not too thick on the ground in Australia, mainly because printing costs have become disproportionately high. Nevertheless, if you do your own artwork for the original, say two or three times the finished size, there are currently a lot of small jobbing printers who would welcome your custom. And competition sure can cut prices. Your pass printed in, say, dark brown, on fawn coloured stock could look smart, and not cost too much for 400.

Having designed and had your passes printed, what do you do now? Well, I suppose most new pass exchangers send out a few to their close model railroader friends, then take a look at the listing of new pass exchangers which appears fairly regularly in the Railroad Model Craftsman magazine. Send off your pass to those newcomers, and pretty soon back comes an exchange pass in return. If you want to list your name in that magazine, send them a sample pass - and wait! They work five, six or seven months ahead. You will know when your name and address appears, long before you see the 'Craftsman' out here in Australia. A deluge of air mail letters from the USA will load your letterbox for weeks.

I am a relative newcomer to this aspect or sideline of the hobby, having only been active for about 12 months as a pass exchanger. I am still astonished at the generosity of Americans. To me, a total stranger, way out in 'remote down-under land', they have returned not only their passes, but expensively embroidered cloth 'patches', railroad documents, train tickets, railroad stamps, inscribed pens, layout photographs and plans, and some remarkably friendly letters. But one guy floored me. He had been watching a nature series on television and innocently asked if we owned a wombat? Another admitted it was 'the first letter he had ever sent out of the country, and he hoped I got it'!

Once your name and address as a pass exchanger is 'in the system', so it is passed from friend to friend. If your pass is a bit unusual, so much the better. The guy in USA writes to his buddy in the Netherlands, who tells his friend in Italy. Soon you receive passes from collectors asking for your pass in return, and so it snowballs rather like a chain letter.

Is that all there is to this pastime? No, the best aspect of it is the chance to 'talk' by letter (or tape) to model railroad men and women all over the world who I would normally never know existed. Three recent examples from my letter files. A Canadian sent me his pass, and in a brief covering note mentioned he was a collector of HO steam locomotives from around the world. His tally at the time was 496 engines! In replying, I admitted I couldn't imagine so many engines in one house, where the heck did he keep them, and was he may be a millionaire?

Back came the reply, with two large clear colour prints. There they were, lined up in their glittering hundreds in neat floor to ceailing glass fronted shelves. Mostly brass, his favourites are 4-8-4s, 2-8-8-4s, 2-8-8-2s, 2-6-6-6-4s and a 2-8-8-8-2 'Triplex'. His 'iron dinosaurs', as he calls them. His layout is enormous, and operates out of a 35' long terminal, which is shunted by 0-10-2s and 0-10-0s. He proposes to install a computer to control block switching. No, he is not a millionaire, works for the Canadian Post Office, is a bachelor and hasn't a car! Rides a bicycle and builds his own switches to save money! He now has 502 engines.

A girl in Holland recently sent her pass, and included a good clear photograph of part of her HO turn of the century mining layout. Judging by the picture, the work is quite magnificent. But in a passing reference in the covering letter, the lady mentioned she hopes during 1983 to complete her thesis for a doctorate in chemical engineering. "Then", she added, "there will be more time to work on my layout".

Today I received a pass from Enrique Borgo in Argentina for his Camino de Hierro al Oeste. Translation: Way of Iron to the West. One look at that envelope and he had my sympathy. We think we have inflation problems in Austrailia, and to send him a Vulcan Vale pass in return will cost me a whole 75 cents. The air mail postage on his slim letter to me cost him THIRTY FOUR DOLLARS!

So you see, pass exchanging is much more than the mere collecting of coloured and printed cards; some simple, some elaborate, some funny, some original, and some awful. It is an open sesame to thousands of model railroaders around this great big world. People just like you and me who happen to like model trains and like to swap their knowledge, their hopes and disappointments, and just be plain, old fashioned friendly.

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THE "BRIDPORT" CONTROLLER

Designed by Bill Colnett

Reprinted from the BRMNA Journal : March 1983

If anyone is in the market for a terrific controller for any gauge, then try this one. It's inexpensive and gives superb control at low or high speed. I have been very unhappy with all the transistor throttles I have spent good money on, they just did not do the job the little 'Bridport Controller' does ... for a fraction of the price.

I got the idea one day to take a standard 110 volt light dimmer switch run it through a transformer and bridge rectifier to a DPDT toggle switch and on to the track. The results have been amazing, realistic slow starts and smooth control at higher speeds. I have four in operation and a few of my friends have built them and report great success. I have had no trouble in over a year of almost daily use. My wife Pat uses two of them on her N gauge and I have two in constant use on my OO Bridport Railway.

I have sketched a plan for the controller as I use it and can honestly say I have had no problems with overheating of motors or any of the parts while in operation.

PARTS

- One standard 110 V electrical light dimmer switch (rotary) 500-600 Watt which cost about $4.88 on sale at any major electrical firm.
- One 3-4 amp Radio Shack 12 or 16 volt transformer.
- One Radio Shack 3-4 amp standard bridge rectifier.
- One Double Pole Double Throw toggle switch (fuse optional).

I use a 25 volt transformer on one of my panels without any problems, as I only use a portion of the output or just what is necessary to run the trains. The only disadvantage I can find with this system is you cannot take a lead from the transformer to light your buildings. I was fortunate in picking up a 10 volt - 10 amp transformer for building and accessory lights. It's a very inexpensive controller that is certain to please the most demanding railway operator.

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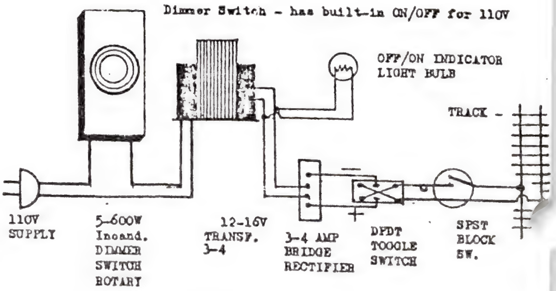
The "BRIDPORT CONTROLLER

Designed by Bill Colnett


Dimmer Switch - has built-in ON/OFF for 110V
OFF/ON INDICATOR LIGHT BULB
TRACK -
110V SUPPLY
5-600W Incand. DIMMER SWITCH ROTARY
12-16V TRANSF. 3-4
3-4 AMP BRIDGE RECTIFIER
DPDT TOOGLE SWITCH
SPST BLOCK SW.
-
+

NOTE : FUSE CAN BE ADDED TO CIRCUIT IF DESIRED

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EDITOR'S NOTE:

For use in Australia I am sure the circuit will work if you use 240 volt equipment, i.e. a 240 volt dimmer switch and a 240/12 to 16 volt transformer.

****

AN IDEA ?

by Colin Zeff

Reprinted from the NZ Model Railway Journal : April 1983

How to -

- enjoy your favourite hobby;
- watch your favourite TV program;
- remain a member of your family;
- confound your fellow modellers with your productivity;
- retain your sanity;
- keep the kids from calling you 'uncle';

all by the use of a simple home built piece of equipment that you wish you'd thought of yourself.

Many modellers find themselves torn between an evening in the model railway shed and, particularly in winter, an evening by the fire, with the family, watching TV or whatever else you do.

I have managed to combine the three by constructing a modelling table which contains all you need for your current project - rolling stock or structure, materials and tools. It is readily portable, leave it in the shed ready set up for use and carry it in to the lounge when required.

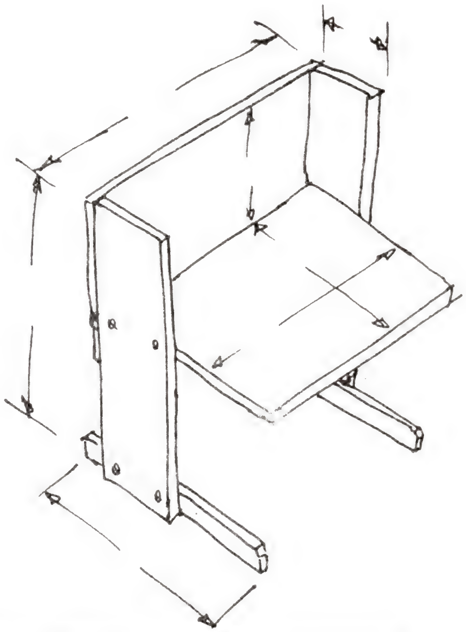
The feet are arranged to slide under the armchair and the tabletop should be arranged to be an appropriate height according to the size of you and your favourite armchair. The photo and diagram show it all. The provision for the lamp and soldering iron are optional extras, much appreciated in my case. You can also provide a shelf or tool rack across the back if required.

Another useful accessory is a jeweller's apron; this is a plain calico apron with eyes in the corners which hook onto the table or workbench so that if you drop that tiny part you just spent two hours filing to shape, you have a reasonable chance of finding it in the apron.

Just a final word of warning - you are likely to incur the wrath of the household authorities if you insist on shattering that moment of high (TV) drama by filing or sawing during the tense moments, save it for the ads!

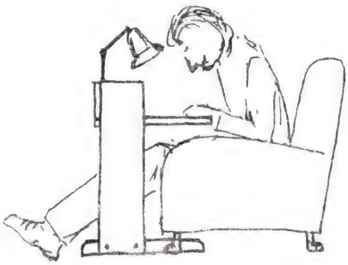
*** *** *** ***

Colin Zeff's Worktable



Make dimensions to suit your requirements.

For rigidity glue and screw or nail all joints.



SOUND SYSTEMS ON EXHIBITION LAYOUTS

by ANGSTROM

INTRODUCTION

Up to a few years ago, model railway exhibition layouts were something to be seen but not heard. Occasionally a locomotive, incorporating a steam sound unit, would be encountered, but these are very little like the real thing.

The idea of having a taped commentry to a layout has been tried with some success, but there are considerable problems of synchronisation with this system. Running commentries have been used on a few layouts for 10 years or more, but the difficulty of making these continuous has at best been better than nothing and at worst a lot of unintelligible dribble.

The sound system to be described in this article is one in which a true atmosphere is created with real train sounds extracted from gramaphone records, together with a narrated commentry which explains all details of operation before they are carried out and where appropriate describes the trains in action. Although either the trains sounds or the commentry can stand alone, not until one is made to compliment the other do we have a new dimension in model railways.

Before the incorporation of any sound system can be contemplated, it is necessary first to have a layout that works very reliably.

TRAIN SOUNDS

There are numerous records on the market of trains in action, particularly British steam trains. Anyone with a record player and a cassette recorder could transfer extracts of these records onto a number of different tape cassettes to produce the sounds of trains around a layout. If these tapes are played back through small loudspeakers positioned near to track level around a layout, the sounds can be made to follow the trains by manually switching from one speaker to the next.

If a layout is of the point-to-point type, the scope for variety of train sounds is much greater than the 'dog track' type of layout. A successful sound system could be used with a through station, but where continuous running is a possibility, it is difficult to disciplice operators into keeping to authentic operation.

EQUIPMENT

The minimum of equipment required will be a cassette tape recorder, a microphone, an amplifier, three or four small extension speakers, a selector switch, and, of course, a number of blank cassettes. The natural inclination will be to acquire these items as cheaply as possible. However, although there is no harm in this for a temporary or experimental set up, it will pay dividends in the long run to use equipment which is as high in quality as can be afforded. Steam train noises cover a very wide range of tones, so unless one is going to be satisfied with no more than a muffled roar, tapes and recording equipment capable of reproducing tones up to a frequency of 10 k Hz or more are a must. Cheap blank cassettes costing 60¢ to $1 are next to useless, except for experimental purposes.

The trackside speakers could be obtained from old TV sets, etc, but it is important that each speaker produces the same volume and tone. Therefore, it is better to buy a set of identical speakers. I have found that eliptical 5" x 7" speakers bought from Tandys at $11 each do the job well enough.

If it is the intention to use hi-fi equipment, there will be no trouble in getting enough sound output, but if a portable cassette player with nothing more than an earplug output is used, some modification will be required. If the recorder is opened up, it will be discovered that in series with the earplug output is a resistor of about

300 ohm. This is for protection of the earplug. Such a resistance in series with an extension speaker will limit the sound to something which is only just audible. The resistor must therefore be shorted out for our application. Alternatively, the tape earplug output could be fed into a separate amplifier.

Ideally, the public address (PA) should be played through different loudspeakers from the train sounds. These speakers should be positioned at around ear level and need to have at least 10 watts handling capacity.

It is almost essential to use a high quality UNIDIRECTIONAL microphone, or there will be problems with feedback. This author spent $60 on a microphone and was amazed at the difference it made from a tape recorder microphone - even then some modification was necessary. The trouble with a male voice is that most of its volume comes from the low tones, but most of the 'information' content is in the higher overtones. A woman's voice does not suffer from this problem. Even with the PA amplifier set to full treble, a good quality microphone may produce too much bass from a man's voice under conditions where one is trying to keep the sound down to a level which will not interfere with neighbouring layouts. Connecting a fixed capacitor of about 0.01 microfarads in series with the microphone output will cut the bass sufficiently, although the actual value of capacitor will have to be determined by experiment.

Best results will be obtained if the spoken sounds are taken through a completely separate amplifier from the train sounds, although good results can be obtained using the separate channels of a stereo unit.

TAPED SOUNDS

Different train sounds, including at least those for a passenger departure, goods departure, passenger arrival and goods arrival, will be necessary. These sounds should be recorded on different cassettes, unless the tape recorder is sophisticated enough to have an automatic search facility. Blank cassettes should be opened up and all but a few centimetres of the transparent leader removed. This ensures that after rewinding the cassette is primed to start playing again the instant it is switched on.

The passenger departure should first start with a guard's whistle and then after a pause of a second or two, the loco whistle or horn should sound. The sounds of the train moving away should start almost directly after the loco whistle so that operators have a cue to start moving.

The goods departure should omit the guard's whistle, but should include a lot of banging and clanking before puffing starts in earnest.

Arrival sounds are more difficult to achieve since timing is quite critical. The tape should start with a distant whistle which is the driver's cue to get moving; there should then be some regular puffing or other train noises followed by some wheel noises suggesting that the train is coasting. Finally, the noise of brakes squeeling and/or buffers and couplings banging should complete the sequence. The more prolonged are the actual pulling-up noises, the less critical will be the timing, for once the train is almost at a standstill, the brake sounds can be faded without the impression that sound has been prematurely cut.

An interesting variation on the simple arrival of a goods train is for the train to stop at the home signal outside the station, then the loco can whistle impatiently for the road, and finally after the signal has been pulled off, for sounds to be heard of the loco restarting, pulling into the yard and then stopping.

Even more ambitious is where the home signal is on a steep upgrade. Here, after being stopped, the loco can be made to slip so badly that a banker has to be called up. The sounds of slipping, followed by the train engine and banker exchanging whistles can then be made before the usual restarting noises.

If the layout makes a special feature of goods trains being shunted, a special tape of shunting sounds could be used. So far this author has had little success with the complicated synchronisation that this requires.

The level of sound delivered by the trackside speakers need not, and should not, be very high. Just comfortably audible in a crowd should be the aim. Sound levels approaching the real thing will create a disproportional effect with small scale models.

NARRATION

Except for a few gifted people, commentating about what is happening on a model railway is difficult. Practice, of course, makes perfect, but an acceptable narration can be obtained with a little preparation, even among those who might shudder at the thought of public speaking. Pre-prepared scripts for the arrival and departure of each train can be written on cards, and these can be arranged in the correct sequence. However, it is better to treat the cards as rehearsal material, because reading out loud from them usually sounds very impersonal. When a large audience is present around a layout, narration becomes easier, for then 'feedback' is obtained from people's expressions and one can enlarge on points which are felt to be of particular interest.

Other talking points, such as details of locomotives and rolling stock, can also be listed on cards, as can general points of interest. These information cards are absolutely essential to a commentator who is not the owner of the layout.

TEAMWORK

Operating a prototypical model railway layout is a matter of teamwork. This teamwork becomes critical when a sound system is used. If operation is complex, the commentator can do much to make the operators' lot both easier and more enjoyable. Hearing someone broadcasting what is going to happen next, relieves the operator of having to remember everything himself.

Close co-operation between team members is necessary when shunting and light engine movements are on hand. There are often alternative sequences for carrying out these tasks and the commentator often has to guess what will happen next. Having announced the next movement it would be unkind of the operator to then go and do something else.

Also, there needs to be co-operation between the sound effects person and the driver of a train about to depart. A good technique is for the tape to be started as soon as the 'train departing' bell codes have been exchanged between operators. Occasionally a mix-up occurs and a train departs without sound effects, which is not serious; or the sound effects start and no train moves, which makes everyone look a fool.

The driver has to try and synchronise with the sound effects by running at a speed usually giving four steam train exhaust puffs per revolution of the driving wheels. This has proved to be quite difficult and almost impossible with an inertia type controller.

SPEAKER LOCATIONS

If speakers were positioned every few centimetres around the layout, the train sounds could always be made to sound like they were coming from the exact location of the loco. Such a system would be prohibitively expensive. This author has found that the minimum number of speakers is three for a straight or 'U' shaped layout or four for a full circle of track. With such wide speaker spacings, there needs to be a switch position in between each speaker where two speakers are on together. Switching directly between two widely spaced speakers gives an unrealistic effect. The author has also tried a system where ne speaker is faded out as the next faded in, but with no great success for the fading circuits tend to change the tone of the sounds.

As far as the PA side of the sound system is concerned, it has been found that locating a single speaker, or single group of speakers at ear level, considerably reduces the amount of watts that needs to be put out to get information across to the public. This is very important, for the ultimate failure of sound systems could occur if several layouts, in trying to compete with each other, simply interfered with each other.

CONCLUSIONS

There is little doubt that the combination of taped sounds and a narrated commentry increases the appeal of an exhibition layout working in a prototypical manner. Point-to-point layouts, although appealing to the real enthusiast are often damnned by the casual observer for their lack of action. Bringing a layout to life in the way described will hold the attention of the most fickle onlooker for long periods.

In final conclusion, it is stressed that high quality is very important to a layout sound system. Also, the sound levels of both the trains and commentry should be kept down to that which will set the scene and communicate information without interferring with one's neighbours.

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FAULT ANALYSIS

Curing the Dreaded Lurch

by Dave Perkins

Reprinted from BRMNA Journal: October 1982

If you are operating 4-4-0s, 2-4-0s and possibly 4-2-2s, then you may well be familiar with a running characteristic that I have called 'lurch'. This is a condition that plagues rigid wheelbase two-axle locos, especially if they are nose heavy. Most frequently, lurch strikes when passing through switches; more often when proceeding against the points than with them. The condition will also manifest itself on straight track and on curves and by observation you will soon be able to pin-point particular trouble spots. The chief symptom of lurch is a single split-second stoppage of forward movement of the loco and, depending on speed, the resulting jolt can wreak havoc on a loose coupled train. Lurch invariably happens at certain spots, though not every times the engine passes through them and not necessarily at any particular speed.

What then is this annoying and frustrating fault? Is it a short circuit in the chassis; the bogie perhaps? This is possible, but doubtful as I discovered after repeated trials and tribulations. In order to determine whether a loco has lurch or is suffering from something else, you need to have an output meter in circuit to the track. While running the loco through the trouble spots, watch the meter closely. If the needle swings to maximum value, then indeed you have a short, but if the needle swings to ZERO, your loco definitely has lurch. Remember the symptom, a complete and sudden loss of power; this is the real problem.

What's happening is that irregularities in the trackwork, such as a generous isolating gap, clearances in switches or misalignment of the rails is causing the engine to tilt sufficiently to lift both drivers on one side off the rail simultaneously, thus momentarily denying current to the motor which will stop turning for a split-second. When the motor stops, the effect is like a full application of the brakes and the engine makes a short sudden stop. On reflection it's not very complicated, so why did it take an old hand like myself some months to diagnose such a simple ailment in three of my engines.

First of all I was content just to put up with it as it appeared too erratic to worry about. Later I realised that it was happening with certain engines at particular places so it then became a problem with definite characteristics.

At first I assumed that the bogies were shorting or perhaps some brake rigging had come loose. Examination turned up a short in one of the tenders so I stripped all three tenders and bogies and reassembled them, ensuring adequate clearances all round. The symptoms, however, persisted. Then I checked the track, but as no other engines experienced any problems, it seemed unlikely I'd find anything amiss, and I didn't. I even examined the controller, disconnected the RELCO unit, kicked my dog and swore at the cat, but all to no avail.

Somewhere along the line I decided to watch the output meter on my controller to see what was happening electrically. I quickly discovered that there were neither overloads nor loss of controller output (both of which would give the symptoms), but what was happening was a complete cessation of current demand, just as if the loco had been lifted right off the rails. At last my feeble brain perceived the problem. A little bit of careful checking soon proved that my engines were suffering a subtle case of lurch and they were not really mechanically or electrically defective. My conclusion, and indeed this has been said many times before, is that short wheelbase two-axle nose heavy locos are inherently prone to lurch. Fortunately, the solution is well known and that is to provide pick-ups on the tender wheels so that regardless of the attitude of the driving wheels the motor is guaranteed a constant supply of current. This worked well for me, and, although the engines still lurch in the mechanical sense, so long as the motor speed remains constant, the symptoms are completely unnoticeable.

Lesson learned.

In my own case, I couldn't actually see lurch taking place mechanically, except that the engine would give a single brief jerk while otherwise running smoothly. This was the disconcerting part, especially when it occurred on a straight stretch. It was only by observing the output meter and relating the electrical events to all other factors that I was able to deduce what it was that was actually taking place. Had I followed this common sense procedure in the first place, I would have saved myself hours of work and the frustration of seeing my efforts proven fruitless. So take a lesson from my experience, if you have a meter, learn to use it as a diagnostic tool. If you don't have one, plan to get one (it doesn't have to be very sophisticated), you'll save yourself a lot of grief by learning to master its uses.

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SIMPLE LOCOMOTIVE MAINTENANCE

by Ken Down

These notes are mainly intended for beginners, but it is surprising how many 'old hands' have very little idea of how to find and cope with common faults in their locomotives.

Before you start to dismantle anything, have a look at the wheels and you will probably find a build up of dirt that has resulted from a lot of running. This can be cleaned off by scraping gently with a small screwdriver or similar tool or with a cleaning brush that can be purchased from most hobby shops. The accumulated dirt cuts the circuit from the tracks so, after you have cleaned the wheels, try it on the track again - if it still 'plays up', you can be sure there is something else wrong.

Remove the body and put the chassis back on the track, switch on and see if a lot of sparks occur at the commutator - if so, remove the brushes, carefully clean the commutator with RP7 or a good contact cleaner, gently scrape out the little grooves between the segments with a sharpened toothpick to remove any carbon which may have collected, as this may cause a short-circuit.

Next, take a good look at the brushes - if they are badly worn, replace them and, at the same time, make sure that the spring or springs that hold them are in good order.

Spring pressure on the brushes has an enormous effect on the running of the motor - too much and your motor slows down and runs hot, too little and you get excessive sparking and poor running - so, experiment a little, adjust the pressure fingers or the top spring (shaped like a vee) until your motor 'purrs' nicely and your loco runs like it used to when it was new.

Still not good enough? Well, may be you haven't oiled it for a long time! Quite a lot of people seem to think locos will run forever without lubrication - they won't! I have seen motors drop a quarter of an amp in consumption after adding a drop of oil at each end. But don't forget that too much can be as bad as too little - some motors have felt pads at each end and some have plain bearings made from a slightly porous metal - these need only one drop of oil each, while the felt pads may hold a little more, but they should only be damp - NOT dripping!

If you splash too much oil around it may get on to the commutator, under the brushes and cause arcing, and don't put oil on to the worm, it will only spray all over the inside of the body and make a lovely mess! I like to use a light grease such as La Belle 106 - it does not fly off and can take a lot of gear noise out - but again, NOT TOO MUCH!

Other places that need a drop of oil are wheel bearings, side and connecting rods, valve gear and, in short, anything that moves. If you use WAHL oil for lubrication, you won't have to worry if some happens to get on to the wheel treads because this helps to keep them clean - of this more later. (Victorian members can get WAHL oil from 'Willsland', others will have to chase it up, but it's worth chasing.)

Now, if all this still hasn't got things running to your liking, there are a few more things you can do. Take a look at the worm and the gear it drives, if you can see a lot of daylight between the worm and the gear, it's too loose, if you can't see any, it's probably too tight - loosen the motor mounting screws(s), fold a cigarette paper to give three thicknesses and slip it between the worm and the gear, tighten the motor mount screws until you can just pull the folded paper out (that will give you approximately 0.004" - 0.005" clearance), then pack the motor up at the back or front with thin plastic or even paper shims until it stays that way.

Now, have a look at the armature shaft, if there is any appreciable backward and forward movement, this can be overcome by getting some tiny washers from your hobby shop, removing the armature and putting one or two washers on each end of the shaft until there is only a tiny amount of play left. WARNING: PLACE A KEEPER ACROSS THE MAGNET POLES WHEN YOU REMOVE THE ARMATURUE!

The only other thing I can think of now is the 'running gear' - diesels usually don't give much trouble here, but on 'steamers' the side rods may bind due to the quartering being 'out of kilter', that is, the crank pins on one side are not a true 90° ahead or behind the ones on the other side; this can sometimes be corrected by a little judicious twisting (be careful) or swapping wheels around - if you are really worried, get them checked on a quartering jig.

OOPS! I nearly forgot one of the most important things! MAKE SURE YOUR TRACK IS CLEAN! You can do this by using a track rubber first if your track is really dirty, then wipe it over with a rag moistened with Selleys RP7 or WAHL oil - if regularly used, these last two will keep your track in good order, stop dirt sticking to the wheels and improve electrical contact.

Try all or some of these things and see if your locos run better!

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MODELLING IN Sn3½

Sn3½ IN QUEENSLAND

Steve Malone

The QR's Clyde 'Drop Nose' 90 and 96 Ton Diesel Electric Locos

In 1971 a new generation of diesel locomotive styling appeared with the introduction of the 2100 class locos for the Goonyella coal line. These locos were the first with the 'dropped nose' at the leading end, giving better vision for the crew when travelling forwards. These units are the longest in the system (56 feet), the most powerful (2000 hp) and the heaviest (96 ton).

Soon after the 2100s, a general purpose 1500 hp, 90 ton unit was introduced; this the 1550 class (a carry on from the 1502 class, introduced 1967), fitted into a 2100 class body. The first 1550s (1550-1555) proved very good, and more were added to the class in later years, giving a total of 27. With a modular control system, the 1550 class continued on as the 2400 class, and there are now approximately 100 of the 2400 class loco.

The first batch of the 1550s (1550-1555) and 2100s (2100-2123 and 2141-2148) have the high round cab roof, and all following units have a lowered flat top cab roof - I believe to allow the radio aerials to clear some old low tunnels. The flat low cab roofs are not only harder to model, but I find them less attractive. Also, the earlier units have a loud characteristic throb or beat to the exhaust and many feel this is the next best thing to a steam loco. One of the highlights of my younger days of railway enthusiasm would be travelling behind an early 1550 in the Central to Brunswick Street tunnel with the driver trying to break the land speed record. It used to be a real conversation stopper, but alas and alack, this sensation is now no longer easily available due to electrification. Also, all later units have been quietened down compared to the early units.

All these 'drop nose' locos are virtually identical; later units have the flat cab roof as mentioned before, and sand boxes are back on the bogies in newer units, earlier locos had them in the hoods. The Clyde 'drop nose' locos are by far the most numerous on the QR, or may be even Australia, with over 240 units on the tracks.

The Model of 1551

Out of all the QR DELs, my favourite is 1551, and the model pictured is the 4th 1551 I've built in the last 10 years. The first one (in 1972) was built as the prototype was completed, the model, made up from brass 010" shim, was powered by a Tenshodo power assembly. It was rather primitive, but it was the best I could do with what I knew and what was available. The American HO six-wheel bogies were far too small, and the fuel tank was lengthened to fill the gap.

The next two 1551s were built in 1977 using styrene bodies and Athern SD45 mechs. One was in Sn3½ again, with the whole body shortened ½" and the fuel tank again stretched to cover up the short bogies. The other 1551 built was in HOn3½ for the AMRA Queensland Branch to use at the Hobby Exhibitions; this unit shortened and narrow gauged to suit the HOn3½ (12 mm) track.

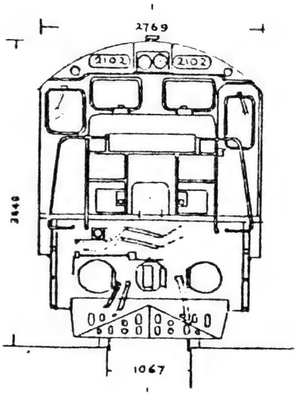
However, never being really happy with the short bogies used under the Sn3½ 1551s, I was always on the lookout for something better. Nothing had the correct side frames, wheel diameter and spacing. But recently, the Mainline OO gauge 45 class diesel loco came to my notice, and it proved to be a very cheap, powerful and adaptable mech for all Clyde 90 and 96 ton Co - Co units. The main frame of the mech needs to be lengthened by 25 mm for the 56' locos. The Mainline side frames can be easily cut down flat to allow the fitting of new side frames cast in silicone rubber moulds with Plastibond.

The motor of the unit is very quiet,

powerful and realistic, especially when handling a heavy train. If the controller is roughly handled, the loco will slip badly and get nowhere, but with careful control, it is really surprising what heavy trains the Mainline mech can shift. The low cost of this unit is also a great plus - a 45 class recently available in Brisbane for \$25 - \$30.

The whole body is built up from styrene, the main footplate or frame is cut out of 060" and the general body work is in 040". The cab roof is in 020" and details cut out of 010". I prefer the unit in 'as new' condition and standard QR colours were used, plus an M&J QR decal. Buffers are turned and filed up in brass. MKD 16 Kadee couplers are used and the radiator fans are turned from hardwood dowel.

The Mainline 45 class mech is a major break through for Sn3½ modellers wishing to make 'big' 3'6" gauge diesel electric locomotives. No doubt this mech will be suitable for some WAGR or NZR Clyde locomotives. If anyone seriously needs further detail of this kit-bash, we will go into more detail in a future issue.



DIMENSIONS IN MILLIMETRES
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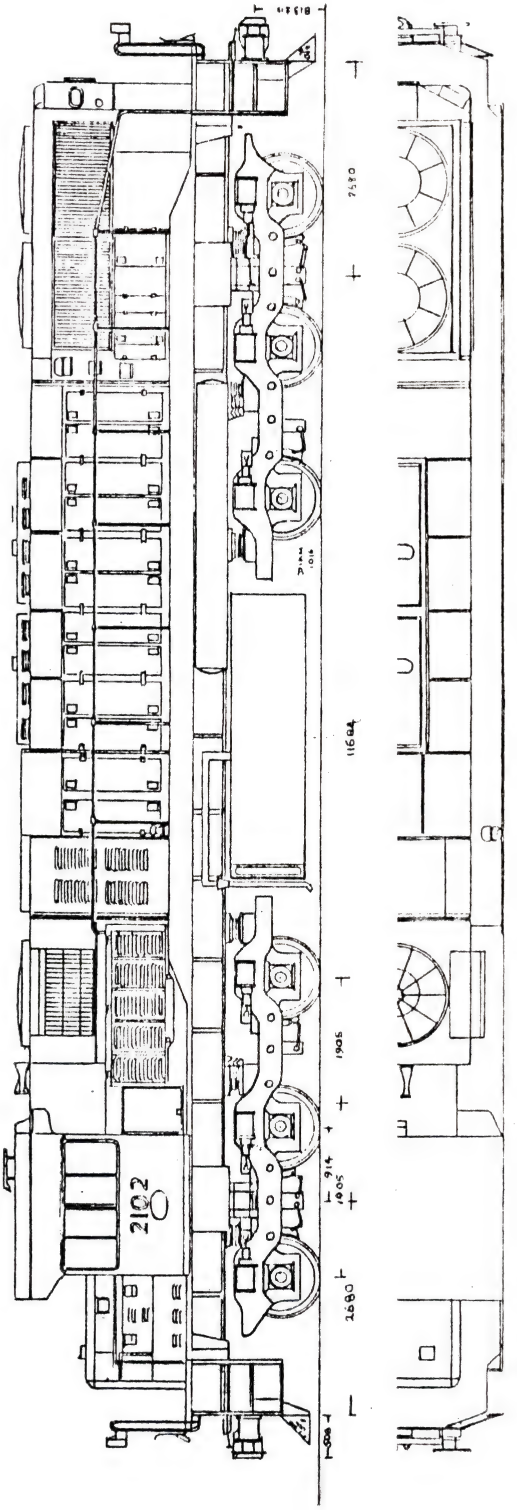
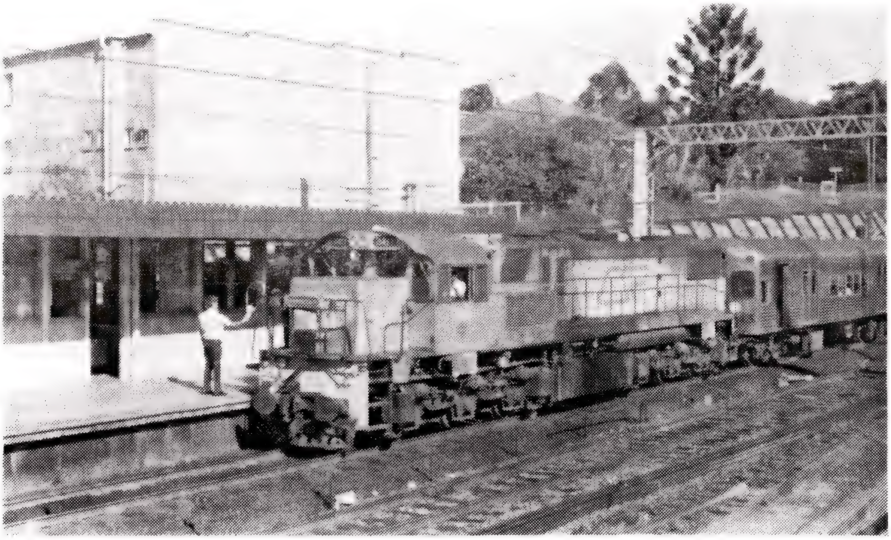
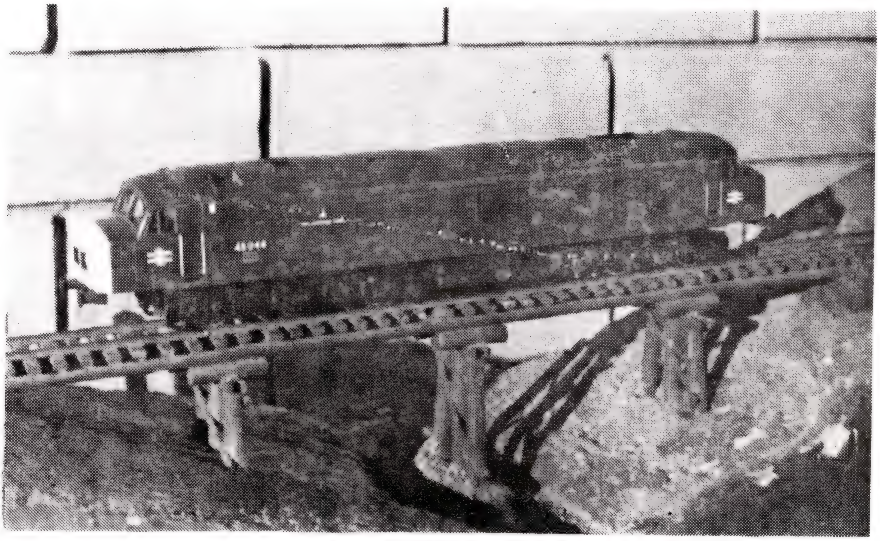


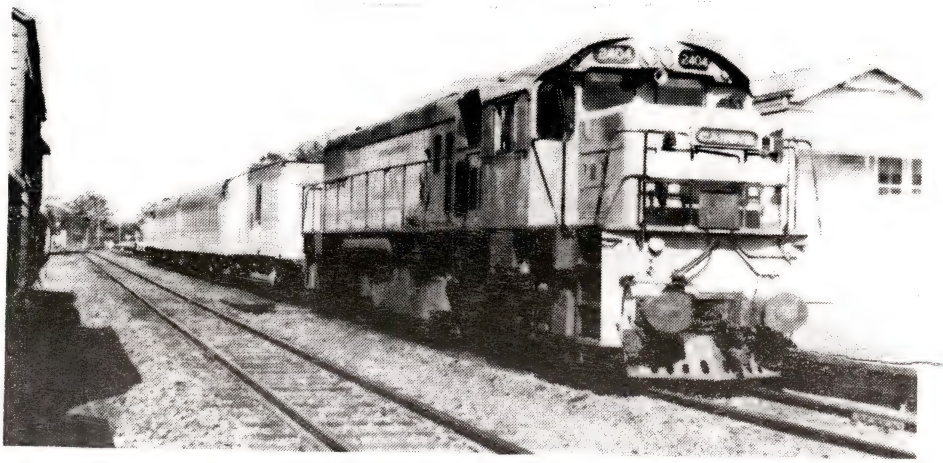
QUEENSLAND RAILWAYS 2100 CLASS CLYDE GL26C 2200/2000 LOCOMOTIVE

The Prototype. 2411 pulls into Bowen Hills with a suburban train. Note the flat top cab roof and sand boxes on the bogies.

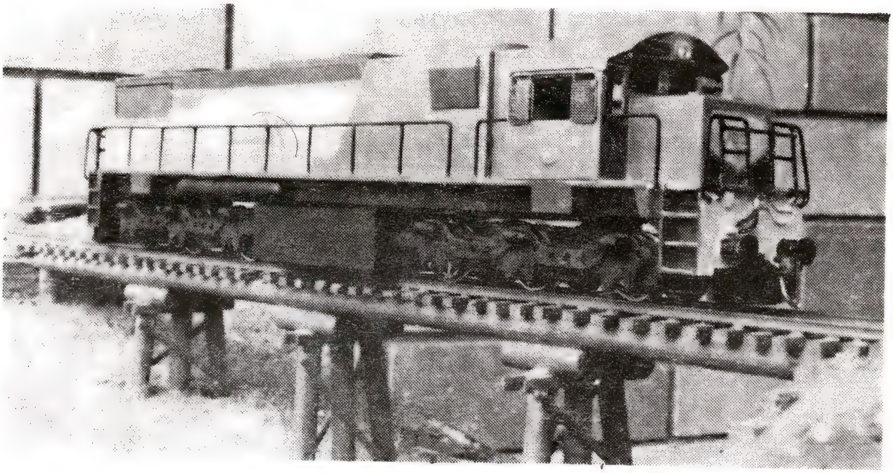


The Model. The Mainline 45 class 00 scale loco used for the 'big Clydes'. In this shot, the mech has been modified by the removal of the leading carrying wheels on each bogie and associated side-frames.

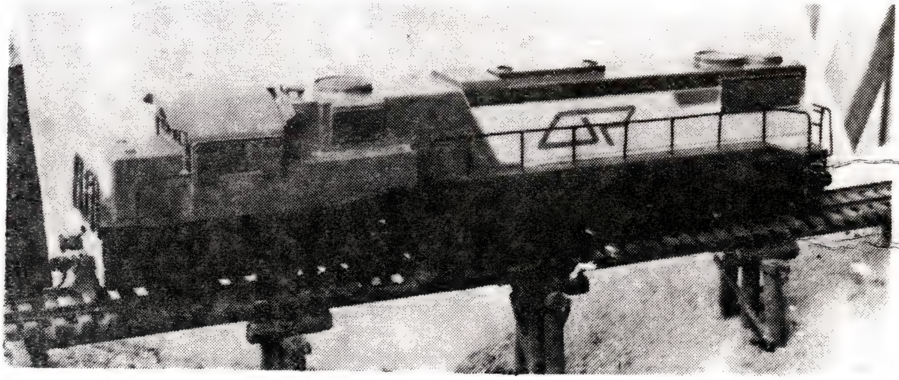




While most of the Landsborough townspeople sit in the morning sun and read the Sunday papers, 2404 on the Daylight Tour to Cairns pauses at Landsborough Station to pick up some more pensioners for the exciting journey.



The Sn3½ 1551 - driver's side



The Sn3½ 1551 - fireman's side

Sn3½ IN WESTERN AUSTRALIA

Graham Watson

Make Your Own Vacuum Pipes

The system of braking adapted by the WAGR for all its narrow gauge rolling stock, with the exception of some modern unit trains, is the vacuum braking system. Hence every piece of rolling stock needs one, and, in some cases, two vacuum pipes at each end.

Suitable vacuum pipes, produced by 'Cavendish' in 4 mm scale can be purchased from hobby shops, but they tend to be a bit expensive when one has 40 or so items of rolling stock. Similar, but cheaper, pipes can be easily and quickly manufactured with minimum materials and tools in a matter of minutes.

The vacuum pipes are just over 2" in diameter, and are three feet high. The hoses are slightly larger in diameter and in the unconnected position, the position in which they are modelled, reach down to the top of the buffer beam.

The pipes are made from 1/32nd" brass wire - I use 'K&S' purchased from a local hobby shop, while the hoses are represented by one strand of brass picture wire.

Construction of the pipes begins with the strand of picture wire being tightly wound along about ½" of the wire and secured by Cyanoacrylate glue along the length of coiled wire. (The glue I use for this purpose, and for many other purposes in rolling stock construction, is 'Powerbond'.) Grip the wire just below the 'hose' with needlenose pliers, and bend the hose over the pliers with your fingers until it is parallel with the wire. Next, at a point, three scale feet below the hose, bend the wire just over 90° and cut to the desired length - about ½". See Figure 1. Now cut the hose to the desired length and bend so the end touches the left hand side of the pipe, when viewed from the front. See Figure 2.

It is now ready to place on a piece of rolling stock, making sure it is attached on the right side of the centre when viewed from the front.

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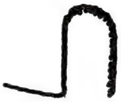

Fig 1

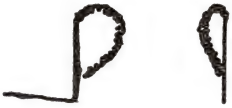

Fig 2

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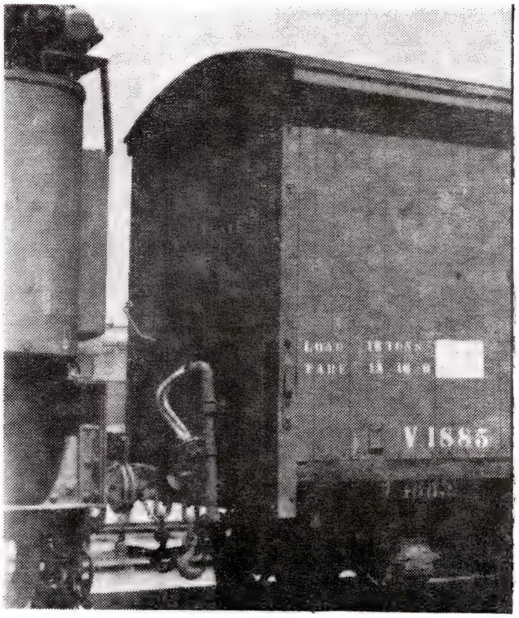

The shape of the vacuum pipe and hose is clearly illustrated on the WAGR V class van.

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THE CLYDE/GM – JT26C–2SS

SRA OF NSW – 81 CLASS LOCOMOTIVE

Bruce Norton

The principal feature of the JT26C-2SS locomotive is the ability to achieve high levels of adhesion, even under poor rail conditions. The high levels of adhesion possible are obtained by a completely new control system developed by EMD called 'Super Series' which features a radar as the source of determining the true speed of the locomotive and electronics which monitor individual currents and the voltage of the six parallel connected traction motors. This control system permits, when required, the wheels to be in a controlled slip condition which is called 'creep'. Research has shown that levels of adhesion achievable by allowing 'creep' are considerably higher than the levels obtained by systems which reduce power to the traction motors the moment slip is detected. Repeatable and consistent adhesion levels of 27% are obtained with Super Series control systems.

Sand usage is also minimised as the control system removes manual, i.e. driver operation, of the sanding system above 8 km/h and only automatically sands when conditions are such that power and current references represent an unloading due to slipping, for example, on greasy rails. Super series control was first demonstrated in Australia when 42220 was rebuilt by Clyde at their Rosewater (SA) plant in 1980. This proved to Australian Railway Authorities that this control system, which, at the time, had only recently been developed by the Electro-Motive Division of General Motors in the USA, was viable and represented a third generation of diesel electric locomotive.

Incidentally, 42220 is unique in the world as it is the only 1491 kW (2000 hp) SS locomotive; all US domestic locomotives of the GP50 and SD50 model types being of 2610 kW (3500 hp). The Hamersley Iron SD50s locomotives (60 class) are equipped with SS control as are the new Australian National BL class presently under construction.

The 81 class is the first turbocharged Clyde/GM locomotive of the SRA and, apart from the turbo, is basically the same engine (prime mover) as the 422 class. The high power rating of the 81 class, combined with the Super Series control, means that two 81 classes will replace triple headed 80 class.

8101 was the first SRA locomotive to be delivered from a manufacturer in the new 'candy colours' scheme. Contrary to other reports, 8101 had not at any stage received a reverse colour or old colour scheme prior to completion.

Other features of the 81 class include the following:

- 'Clean Cab' design in which projections, sharp edges and the like are minimised or replaced with large radius bends or corners and auxiliary equipment is supplied 'built in'.
- Two air conditioners, one for each cab.
- Air operated cab refrigerators, one for each cab.
- Electrically heated windscreens (for demisting).
- Four removable carbody sections called 'igloos' (consisting of the radiator cooling system, dynamic brake, intake dynavane filter and a plain section covering the electrical cabinet).
- Victorian Railways vigilance system which will permit operation into Victoria. A changeover switch is provided to change from the NSW to Victorian system.

As at the end of May 1983, 14 locomotives of the 80 on order have been delivered, and all of these have been allocated to unit coal train operation hauling coal from various northern (mostly Hunter Valley) mines to Port Waratah (Newcastle).

These locomotives are based at the

SRA's Broadmeadow depot. It will be interesting to see where other locomotives will be allocated as crew training has already been carried out at depots which would enable the 81 class to work the Illawarra district and the main southern line.

****

MODEL

JT26C-2SS

WHEEL ARRANGEMENT

Co-Co

GAUGE

1435 mm

RAILWAY

State Rail Authority of NSW

RAILWAY'S DESIGNATION

81 class

NUMBERS

8101-8180

FIRST LOCO -

TRIAL	21 September 1982
HAND OVER	27 September 1982
ACCEPTANCE	29 October 1982

BUILDER

The Clyde Engineering Co Pty Ltd, Bathurst, NSW

ENGINE

EMD 16-645E3B two stroke, turbo-charged

POWER

2461 kW gross
2237 kW traction

MAIN GENERATOR

EMD AR16/D18

TRACTION MOTORS (SIX)

EMD D77

DIMENSIONS:

LENGTH OVER HEADSTOCKS	19 670 mm
HEIGHT FROM RAIL LEVEL	4 257 mm
WIDTH OVER CARBODY	2 924 mm
BOGIE WHEELBASE	3 810 mm

MASS

126 t

AXLE LOAD

21 t

MAXIMUM SPEED (61:16 GEARING)

115 km/h

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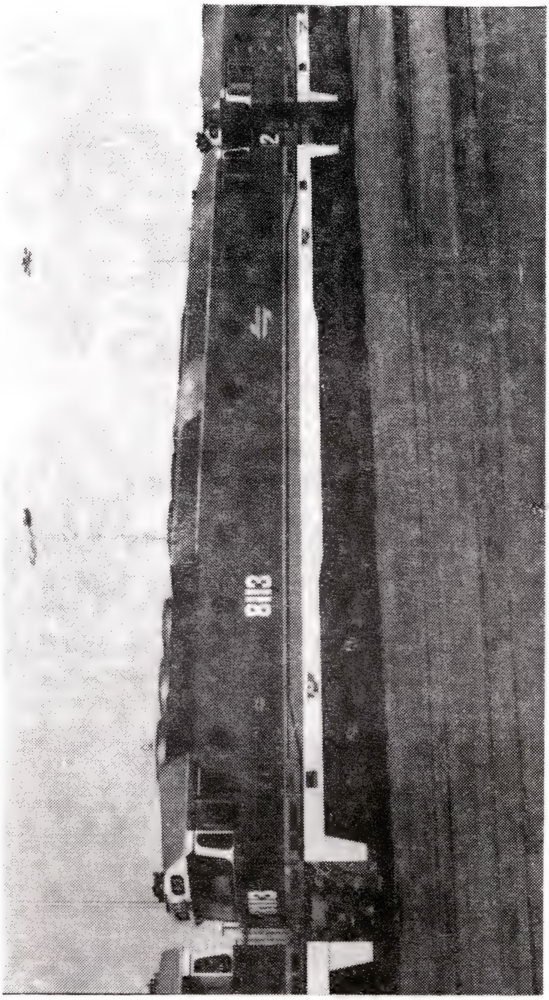

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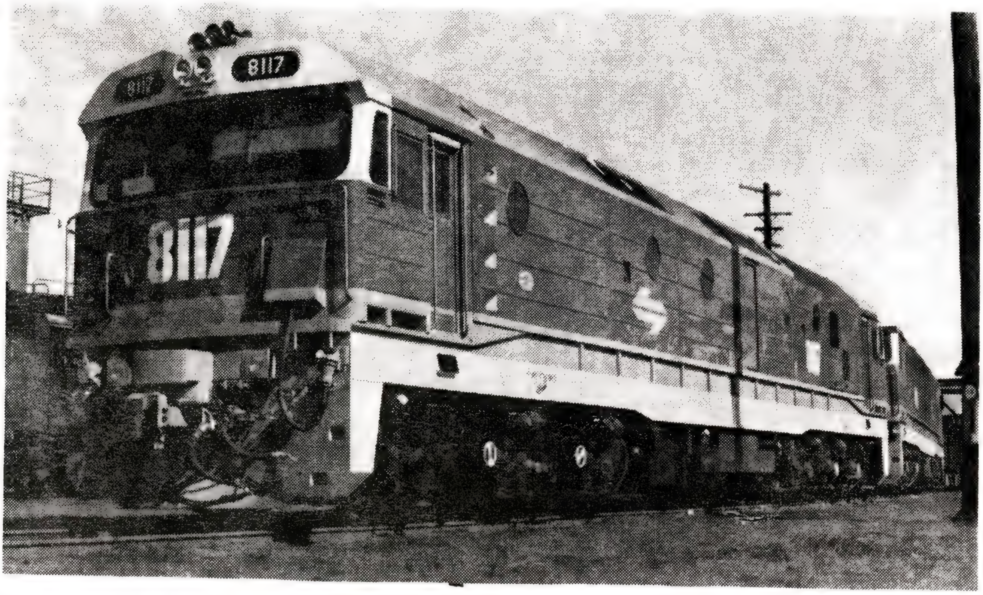
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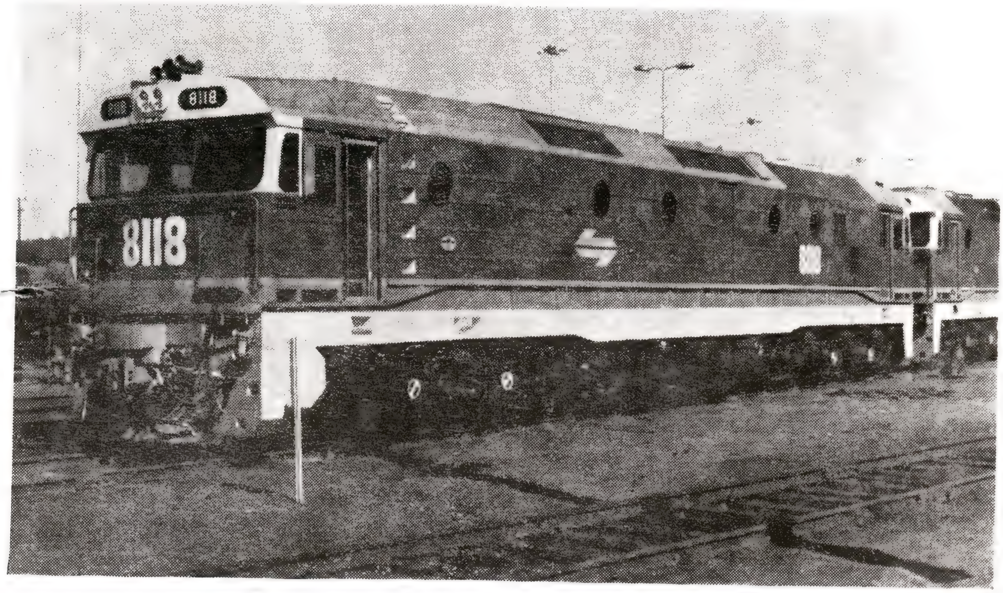
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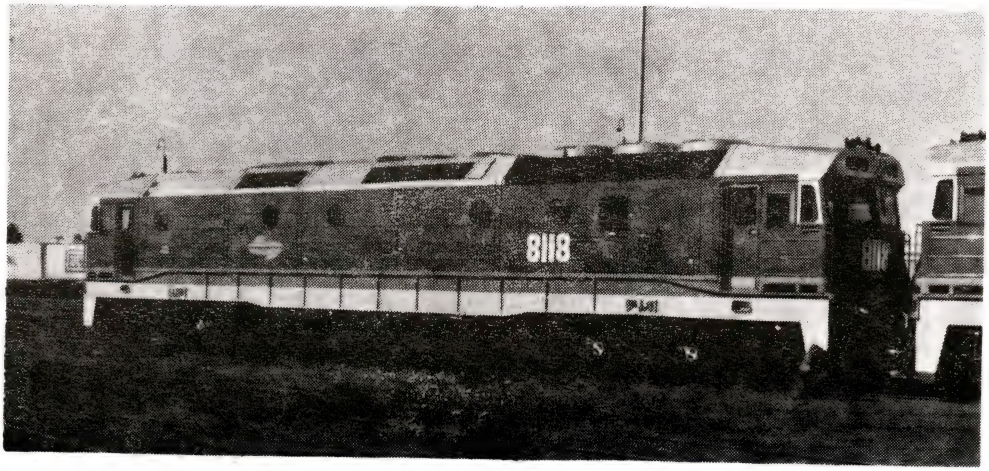
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DRAWING LEGEND

1	ENGINE - EMD MODEL 16-645E3B
2	MAIN GENERATOR/ALTERNATOR - EMD MODEL AR16/D18
3	AUXILIARY GENERATOR - 18 kW
4	GENERATOR BLOWER
5	TRACTION MOTOR BLOWER
6	AIR COMPRESSOR GD - WBO
7	ELECTRICAL CABINET
8	FUEL TANK
9	BATTERY BOX
10	AIR RESERVOIRS
11	TRACTION MOTOR - D77
12	DRAFT GEAR AND COUPLER
13	TRUCK - 3 MOTOR - 3 AXLE
14	AIR BRAKE RACK AND VIGILANCE CONTROL EQUIPMENT
15	DYNANVANE - CAR BODY FILTERS
16	ENGINE AIR FILTER
17	DYNAMIC BRAKE
18	COOLING FANS AND RADIATORS
19	ENGINE WATER TANK
20	LUBE OIL FILLER AND STRAINER
21	LUBE OIL COOLER
22	LUBE OIL FILTER
24	EXHAUST MUFFLER
25	SAND BOX
26	SPRING PARKING BRAKE
27	AIR CONDITIONING UNIT
28	ENGINE ROOM PARTITION
29	LIFTING AND JACKING PADS
30	WASHBASIN AND TOILET
31	WATER TANK
32	GENERATOR/ENGINE PARTITION DOOR
33	STEPS - CAR BODY TO ROOF
34	CAB
35	CLASSIFICATION LIGHTS
36	HEAD LIGHTS
37	HORNS
38	REAR VIEW MIRRORS
39	NUMBER LIGHTS
40	SPEED INDICATOR AND RECORDER
41	SPEED INDICATOR
42	DRIVER'S INSTRUMENT PANEL
43	OBSERVER'S INSTRUMENT PANEL
44	INSPECTOR'S SEAT
45	CAB SEAT
46	DRIVER'S CONTROL STAND
47	FIRE EXTINGUISHER
48	HOTPLATE
49	REFRIGERATOR
50	42 PIN TERMINAL BOX
51	27 PIN RECEPTACLE
52	VIGILANCE ACKNOWLEDGEMENT BUTTON

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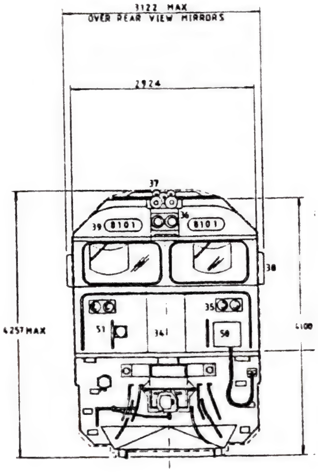
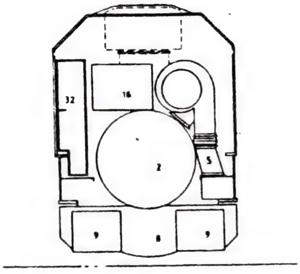
A.M.R.A.

HO SCALE 1:87





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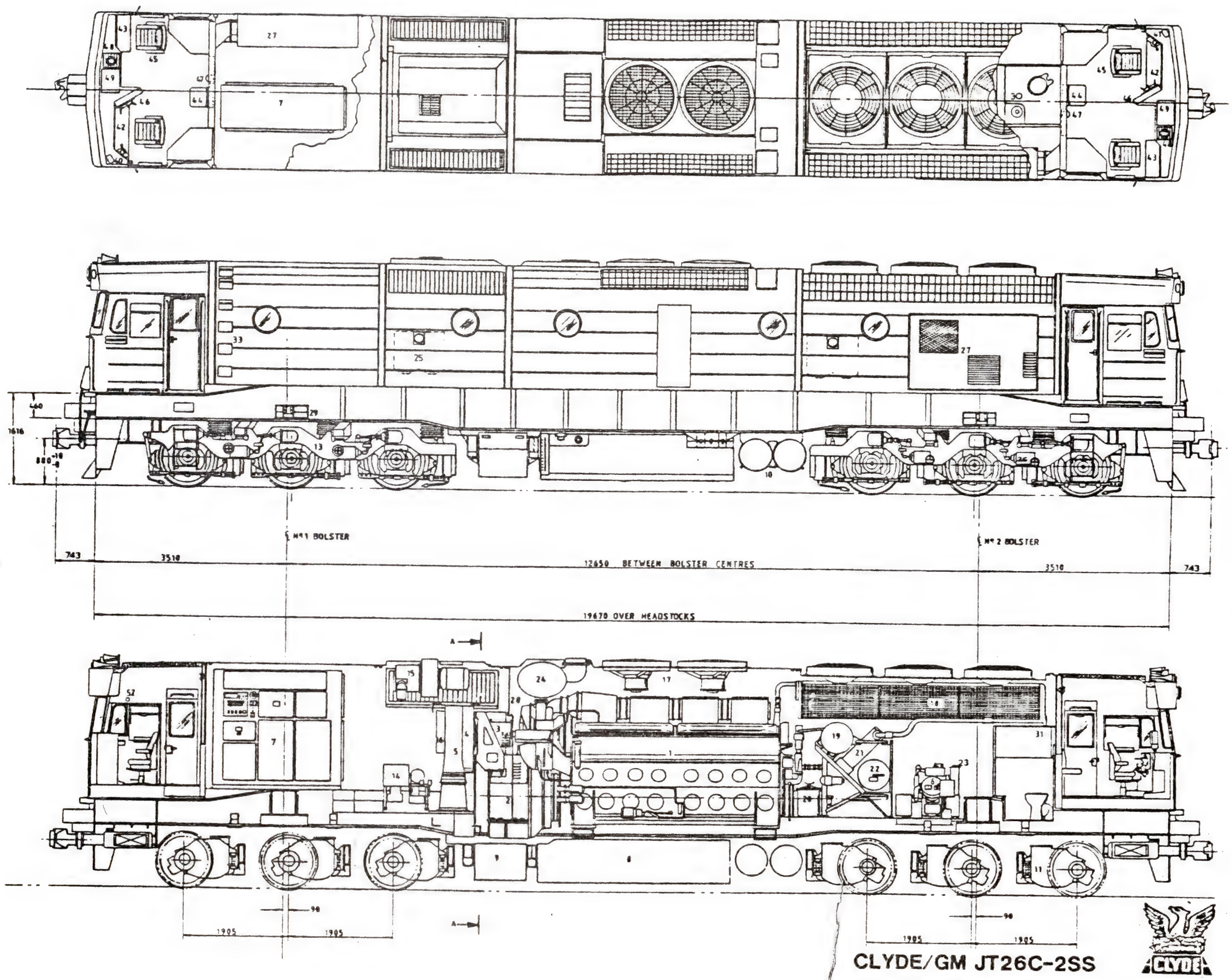
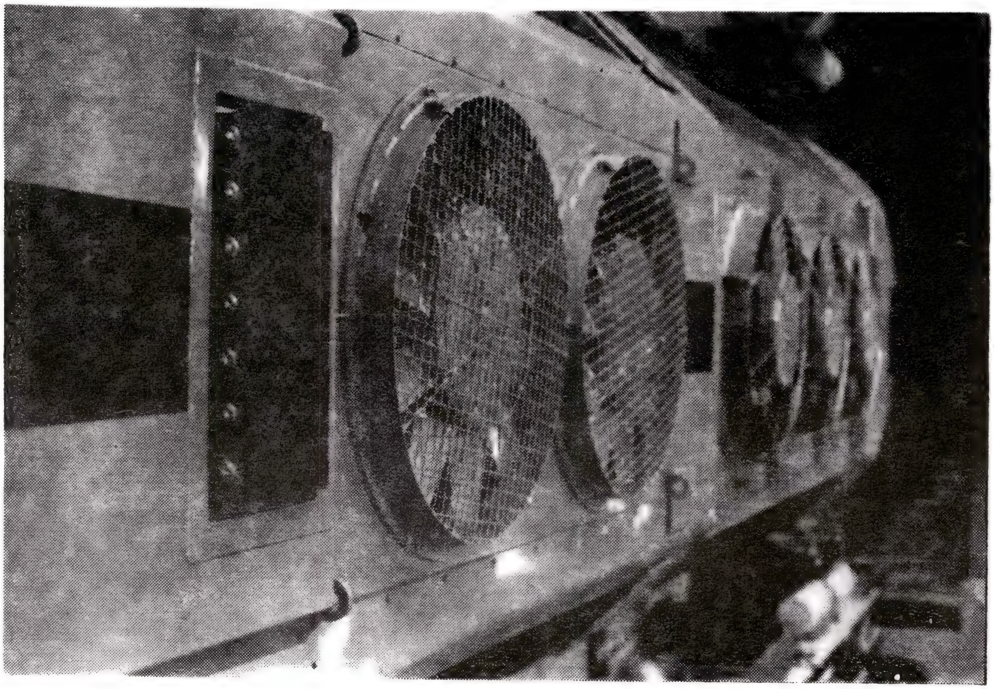
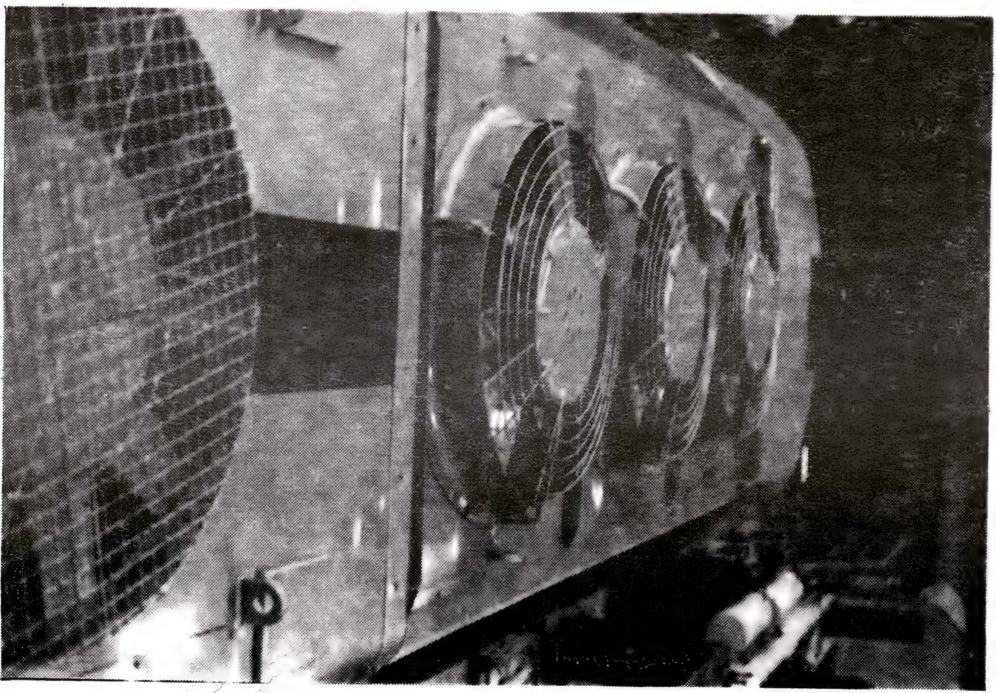
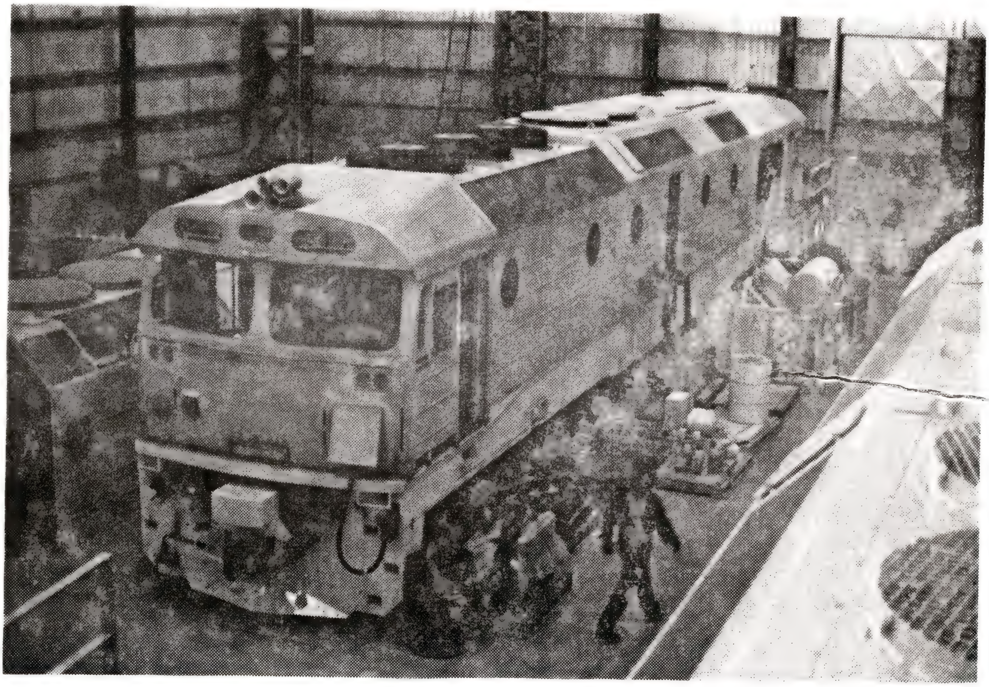
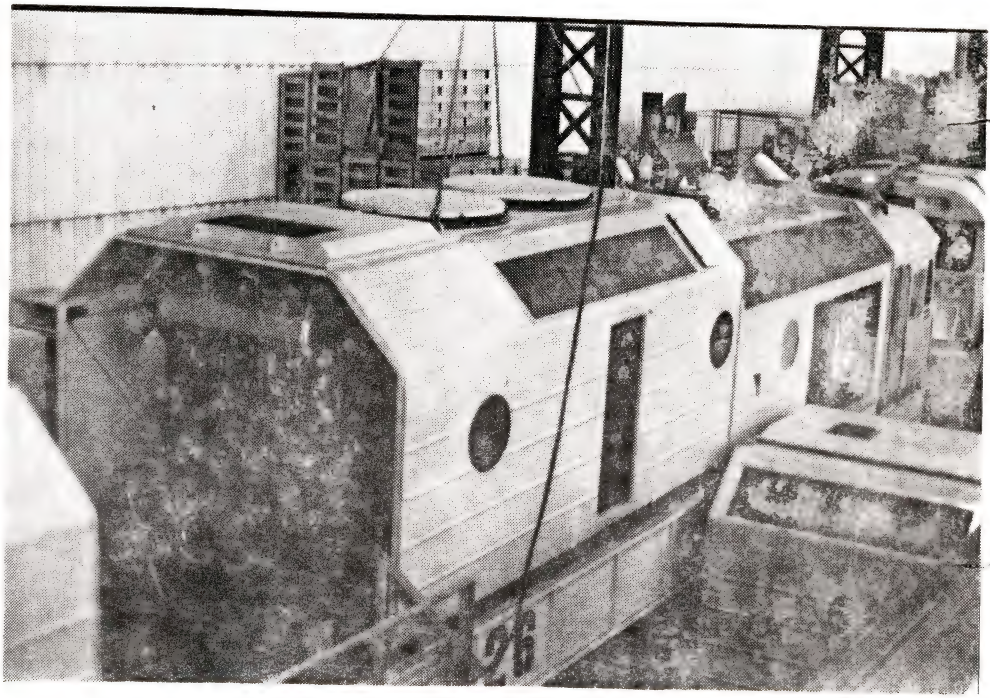


CLYDE/GM JT26C-2SS





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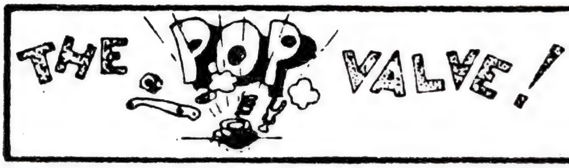
THE POP VALVE!

FROM THE MAILBOX

AN OPEN LETTER TO ALL AMRA MEMBERS

Since writing the President's Page of the September issue of SMOKE SIGNALS, I have been prompted by comments I have received and by events to write this letter. I trust that those of you who read SMOKE SIGNALS will bear with me as I will be in part repeating what I wrote at that time.

Recent events have made me very much aware that we are members of the AUSTRALIAN Model Railway Association, and not just members of the local branch.

On Saturday 10 September I was in Perth for family reasons and visited the AMRA (WA) Branch Clubrooms on Meltham Station. I was made more than welcome, and I picked up one or two ideas that me be useful here in NSW. I was told that Bob Gallagher, Managing Editor of AMRM, and a member and past president of NSW Branch, had also been in Perth a week or so earlier. By all accounts he also was made very welcome, and it was arranged for him to visit a number of layouts.

Roger Lloyd from Victoria and Gus Durham of Western Australia attended our Mini Convention in July. Simon Mead of WA Branch visited our Clubrooms and was made welcome on Saturday 17 September. He had visited the Queensland Branch the previous week, and I'm sure he was no less welcome there. Our own Norm Read is no stranger to the Victorian and Queensland Branch members, nor to some members of the Western Australia Branch. On two occasions I have visited the Victorian Branch Exhibition and was made very welcome and given a guided tour of the Clubrooms. I also know that Norm Read and George Bray, among others, have made themselves available to meet and show interstate members around Sydney.

You may wonder what I'm leading up to - it's simply this - wherever our members may go in this country, they can be assured of a friendly welcome, and they know that they will immediately feel at home no matter which State they may be in. Surely this bond of fellowship that we enjoy is too precious to be spoilt by arguments over our Constitutions, or by individuals' opinions of the performance of our Federal Committee of Management. I know from experience how difficult it is to try and update a Constitution. Many of AMRA's problems stem from the fact that we have outgrown the original concept of the organisation.

As with most amateur organisations, which are run by voluntary staff, there are inevitable delays at times simply because there aren't enough hours in the day to do all that is to be done, or may be due to illness. Gordon Duncan and his team of helpers from the Victorian Branch have undertaken a big responsibility in producing Journal, and are to be congratulated on their efforts and results. No office bearer or voluntary worker deserves to be berated in the terms of some letters that have recently appeared in Journal.

On Saturday 1 October, at the NSW Branch Exhibition, I enjoyed the rare opportunity of being able to talk with two other State Presidents - Cec Wall of Queensland and Roger Lloyd of Victoria, and also with Wal Bennett of South Australia. The main topic of conversation, inevitably, was Journal, and the view was expressed that Journal should not try to compete with AMRM, but should try to provide for our members something that AMRM cannot. It was regretted that Ted Thoday of Western Australia was not present for the above discussion.

Since that discussion, I have been

pondering on what really is the purpose of a house magazine such as Journal. Surely, to put it simply, it is to promote the bond of fellowship among members, to pass on information, and to strengthen the organisation. If one accepts this concept, then certain letters printed in recent times are of questionable value.

Would not letters of complaint about being 'ripped off' on imported equipment be better addressed to the importers concerned, than aired in the pages of Journal. That importer may well be able to justify his charges, for there are many hidden costs that the modeller may be unaware of, such as import agents' charges and import duty, which must always be paid by a retailing organisation. Import duty was 58% a year or so ago - and would not be much different today; this is significantly greater than the 10% suggested in a recent letter.

Might I suggest that with regard to Journal, our theme could well be in the words of a song made popular by the Andrews Sisters many years ago - "You've gotta accentuate the Positive, eliminate the Negative". I do not suggest that there should be no criticism, but that any criticism should be fair and constructive.

There will always be some differences of opinion and some problems existing between the Federal Committee of Management and the various Branches. Perhaps this may seem to be amplified by distance or isolation.

I am certain that Gordon Duncan and his team will be only too pleased to receive your material and suggestions for the improvement of Journal, and that AMRA will benefit if the above thoughts are kept in mind.

Bob Wardrop
President
AMRA NSW Branch

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The Editor/Managing Editor
AMRA Journal
Dear Rex/Gordon

Please excuse the double addresses, as with recent Pop Valve letters, one is somewhat confused as to whom is to do what. Apologies to both you gentlemen and your ulcers.

It seems as though Mr Thoday likens himself to model railways as Mr Bond does to yachting - although I think the general readership would disagree. In fact, in the recent correspondence (Journals 147 to present) from Messrs Thoday and Kehoe, et al in relation to AMRA is so one-eyed, egotistical and of such length as to constitute an article (I will probably fall into the same trap) that most members are fed up to their back teeth!!

Good on you Victorians for producing such a high quality 'new' Journal. Sure, you had teething problems, but look at it now! Congratulations all round to the group who produces it. I can remember when I first joined AMRA in 1955-1958 (during student days) when the Journal was duplicated - still terrific reading - it is now a truly professional effort. The improvement is remarkable since rejoining in 1973.

However, one point I must take up with Mr Thoday is the availability and prices of goods from local suppliers. Surely, Mr Thoday, by modelling such an obscure (by numbers in Australia) scale as 4 mm scale to EM gauge standards, does not expect to be able to purchase over the counter, any item he may want at any given time. To stock the many items in any quantity we require, regardless of scale, would probably lead retailers in their droves to go 'to the wall'. May be if more people started or continued using their local retailer and industry, the model railway trade would improve, grow stronger and offer a more competitive pricing structure.

Living in Port Macquarie also has its disadvantages for the modeller. My nearest 'hobbyist' model railway shop is in Newcastle - 3½ hours' drive away.

My previous residence was Scone - 12 hours' drive from Newcastle. In these past eight years I have had to do all my buying by mail order, including Mr N Fyfe Thorpe's firm, and I must add the promptness and courtesy was, and is, A1.

If 'Editorial Discretion' could be upheld, I would like to list stockists of model railway equipment I have had the pleasure of dealing with, by post, over the past eight years. I might add that I model HO in Australian prototype, but purchase overseas items (US, UK, European, etc) that I can modify, kit bash, use, etc - and this is considerable. I have found these suppliers excellent - if an item is out of stock it is always back-ordered, or a refund forthcoming.

These hobby shops are not listed in any order, nor am I one-eyed about States. I buy where I can get it!

Casula Hobbies - NSW
St George Hobbies - NSW
Hobbycraft-Barwoods (N F Thorpe) - Vic
Import Hobbies - Qld
T N Services - Vic
Trainworld - Vic
Stewart Allen - SA
Punchbowl Hobbies - NSW
McBees - Vic
Bridgelands Hobbies - SA
Model Dockyard - Vic
FSM - NSW

In conclusion, while not wanting to try and apply a gag to Pop Valve, how about limiting the length of letters by not having article sized correspondence (mine included) in the Journal? The space saved could be far better used for model articles.

May be the major correspondents could match themselves, blow for blow, with informative articles to the modelling public for the benefit of all.

Like Mr Thoday - Rude? ... Sometimes. Blunt? ... When the occasion arises. AND like Mr Thoday, I do not suffer fools lightly, EITHER.

Yours in railroading
Ian B Howarth
New South Wales

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The Editor
AMRA Journal
Dear Rex

I have been interested in model railways all my life and, many years ago, was a member for a short time of the Club that used to meet in the Railway Institute building in Castlereagh Street, Sydney, and, in fact, helped Norm Read lay some of the O gauge track.

After a lapse of many years, I have now, in retirement, taken up the hobby again and joined AMRA.

During September I was fortunate enough to be in Brisbane and visit the Clubrooms on the occasion of the Annual General Meeting, and thoroughly enjoyed myself. The reception that I received made me recall a letter from Rick Richardson, published in Journal recently, and I would like to record the fact that the members in Brisbane are nothing like he described. I was taken in hand and shown all over the layout and given a good explanation of what was going on.

I only wish that I lived closer and could attend more frequently - I don't think the hobby will have any problems while there are members like this in the Association.

S H G (Gordon) Berry
Queensland

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Managing Editor
AMRA Journal
Dear Gordon

Let me start by saying that it is extremely unusual for me to openly express my opinions, this being the first time I have put pen to paper and sent a letter to an Editor, but after reading the letter from N Fyfe Thorpe in Volume 155 of the Journal, I felt I must comment.

I refer particularly to the part referring to a letter written by T Thoday to the British Model Press. Mr Thorpe in his letter says that he spoke two years ago to WA hobby shop proprietors, who spoke of their frustrations at carrying British outline stock and not being able to sell it. It is obvious that he did not speak to the customers, because if he had, he may have found a different story. I have been railway modelling in Perth for five years, and in all that time, other than Hornby, Mainline, Lima, Peco, Superquick and a few other small items, the local hobby shops have never carried British outline stock. The likes of Wills, Coopercraft, Slaters, Merit, Ratio, Mikes Models are totally unknown to them, and when asked about them, their general reply has always been, "we don't know, mate". White metal and brass locomotives or vehicle kits have never been available, and even if they were, low melting point solder is unheard of and totally unobtainable.

Non-availability is one reason why modellers send overseas. The second reason is cost. Let me give you an example. A Mainline 03 Drewery 0-6-0 Diesel Shunter purchased from UK cost me $25. The same model in a Perth hobby shop is $53. That is not, as Mr Fyfe Thorpe stated, 'A FEW CENTS'. If it were only a few cents, or even a few dollars, I would certainly give the local shop my business, but the difference to me is astronomical. In these times of recession, people want the best value for their money, and so long as I can purchase two locomotives from UK for less than one from a local supplier, then the UK supplier will get my business.

My Fyfe Thorpe also wondered why Mr Thoday or, for that matter, many of the AMRA WA members have not taken advantage of Fybren Models services. Perhaps I can provide an answer, but firstly let me state that I am a very new member of AMRA, joining in April this year, and the following conclusions were reached before joining.

I have had dealings with Fybren Models and Holts Models of UK. Let me draw a comparison.

1 Delivery Time (from order posted to order received)

Fybren Models (Aust)	4½ weeks
Holts Models (UK)	6 weeks

2 Prices (to quote only two examples)

a Wilsons Diorama (pack of five terraced houses)

Fybren Models (Aust)	$31
Holts Models (UK)	$15

b Mikes Models, Cat No 610 - GWR Shed Pack

Fybren Models (Aust)	$38
Holts Models (UK)	$17

3 Service (main points only)

Fybren Models

a Price lists inaccurate.

b If I want catalogues I have to pay for them.

c Only a few price lists sent (since reading AMRA Notice Board I now know Fybren models stock more than what they told me).

d Product information supplied, but without prices.

Holts Models

a Price lists accurate and updated with each order.

b Catalogues provided free of charge (price advertised).

c Total list of stock supplied.

With my experience of the above, I have opted in future to deal with the UK firm, and I feel sure that many other modellers have done likewise. For Fybren Models to get my business, service has to improve, prices have to be reduced and the delivery time must be greatly reduced. If Mr Fyfe Thorpe can do that, he may get my business.

May I close by saying that I have not had a great deal of contact with Mr Kehoe or Mr Thoday, but from the contact I have had, the impression I get is that they would both much sooner get supplies locally than from the UK. If local suppliers were prepared to talk to their customers, find out what the customers want, and, if possible, attempt to meet these requirements, they would then get the custom, which, to my way of thinking, is mutually beneficial.

Whatever happened to the old saying 'The customer is always right'?

Yours sincerely
B Bryant
WA

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MURPHY,S CORNER

After handling thousands of enquiries from people with building problems, I've come to the conclusion that 'thinking' is the cause of all their troubles. I can prove this by the fact that when I explain how they should have done it, their reply invariably starts with 'But I thought ....!!'.

****

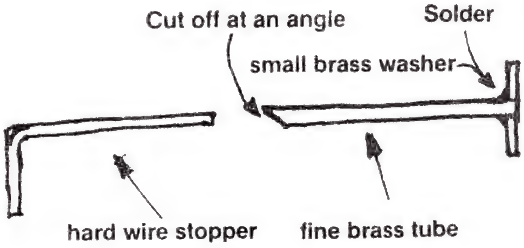
Ever tried to finish off a model by fixing a tiny part to it and all you need is a tiny spot of glue? But what do you get nothing, still nothing, more nothing, then a great flood of the stuff!!

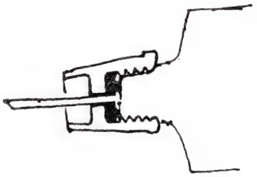
Believe me, Murphy lives in tubes of glue and after much sticky experimentation I have finally driven him out. The small accessory to the glue tube can be used over and over again. It is made from a piece of fine brass tube 3 to 4 cm long, a brass washer small enough to go inside the lid and a piece of piano wire to act as a stopper and clean out the tube. It should be long enough to pass through the brass tube and just into the glue tube.

Solder the washer to the brass tube and insert from the inside of the lid through a neat fitting hole. File the business end of the tube off at an angle and this will assist in placing glue just where you want it.

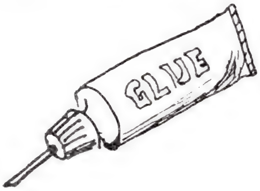
It has the added advantage that you use only the minimum amount of glue therefore assisting the wallet to survive.

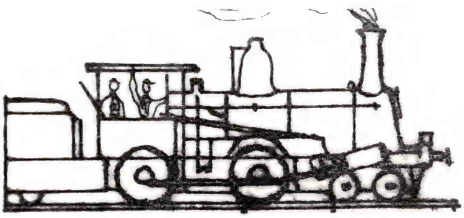
Incidentally, the first corollary to Murphy's Law - 'Any piece of wire cut to length is half an inch too short'.





1. Drill hole in plastic lid glue tube
2. Insert tube from inside
3. Pierce membrane on glue tube
4. Replace cap with tube and stopper





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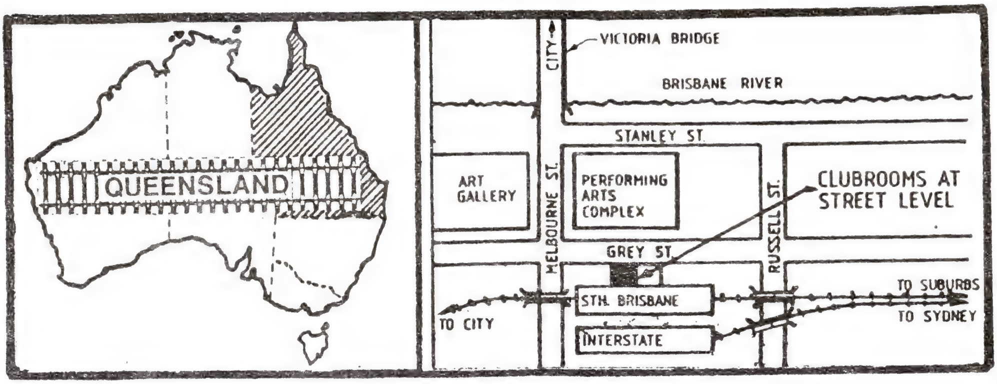
STATE NEWS



The Queensland Branch Annual General Meeting was held on 15 September, with an attendance of over 30 members recorded.

Cec Wall, Branch President for the last two years, in his report, highlighted achievements in the past year and noted future aims and commitments. He thanked all members who assisted with Branch activities - the major tasks of the past year being the successful 1983 Brisbane Exhibition and the good progress in the Clubrooms.

Bob Mawson, Branch Secretary for over three years, emphasised in his report that he was most happy with affairs of the Branch generally, the last year having been the best so far, particularly with regard to new members. Usually after an Exhibition, a few applications are received, but following the recent influx, our membership for the first time approaches the century.

Arthur Hayes, Branch Treasurer for several years, produced an informative balance sheet with his report, from which it was easy to see that all Branch activities in the past year were good financially - however, funds are still below the level which will be needed if and when purchase of future clubrooms are considered.

COMMITTEE OF MANAGEMENT * Re-elected

President	* Cec Wall
Vice President	* Jess
Secretary	* Bob Mawson
Treasurer	* Arther Hayes
Committee	* Jim Bilby
	* Geoff Perkins
	Marie Hill

Other Branch Positions

Librarian	Stewart Wall
Liaison Officer	* Jim Bilby
Journal Reporter Newsletter Editor	* Steve Malone

As five nominations were received for positions on the Committee, a secret ballot was conducted to determine the outcome, and, as may be seen from the results, the Branch now has, for the first time, a member of the 'fair sex' as a 'Committee Person' - or should it be 'Committeewoman'? Best wishes go to Marie in her new office and the ladies of the Branch will now have their views presented 'officially'!

Warring Geddes, a past Vice President, proposed a vote of thanks to the outgoing Committee on behalf of the members and wished the incoming Committee every success.

A short period of general business completed the AGM and entries for the Annual Modelling Competition were then presented.

It was pleasing to note that more entries were received this time than previously - 23 being presented. Most of the models were of Queensland Railways in TTn3½, HOn3½ and Sn3½k, in four categories - locos, passenger cars, goods vehicles and structures. The loco section produced seven entries, passenger car section, only one, goods section scored 11 and there were four structures.

Results were determined by secret ballot, and the winners were as follows:

. Loco Section

Steve Malone - Proposed QR Beyer-Garrat in Sn3½

. Passenger Car Section

Geoff Perkins - QR 1800 Class Railmotor and Trailer in TTn3½

. Goods Vehicle Section

Jim Bilby - QR 'K' Cattle Wagon in Sn3½

. Structures

G Cash - Railway Hotel in HOn3½

Our thanks go to Jim Bilby who organised and co-ordinated the Competition.

GENERAL NEWS

With many new members in the Branch, the COM felt that it had become desirable that a general code of conduct in the Clubrooms should be formulated so that everyone could be clear on what was 'go go' and 'no go'!

Somewhat surprisingly since this has been put into practice, it has been found that many of us 'oldies' are just as guilty of some of the 'no nos' as the new fellas - for example, rolling stock 'in the grass' and elbows on the scenery, etc!!

Following the AGM, Jim Bilby presented one of his interesting 'Slide Quizes'. Around 50 slides, dealing with railway topics in Australia and the UK, were shown and those present tried their bes to answer the questions on the question sheet distributed to members - thanks Jim for a successful and enjoyable activity.

The Annual Auction again proved an outstanding success, thanks to Auctioneer Eric Lyon, and the many members who assisted - these auctions nowadays are a lot different to those in the old days when they were held in Eric's garden.

After the auction a BBQ was held at the Clubrooms, followed by a film evening when Rodney James, from NSW, screened some of his collection of movies of NSW and USA railways.

Three interstate members paid us a visit during September - Simon Mead from WA was around at the auction weekend and Wal Bennett from SA and Roger Lloyd from Victoria also put in an appearance.

Our 'Man from the Bush', Ken Edge-Williams from Biloela, was fortunate enough to get on to that special train in the 'Mall to Mall' race (Townsville to Brisbane), run by a Queensland TV network. He was given the job of 'Captain Cook', and, when the diesel-electric loco 1770 ('James Cook') was used from Maryborough to Nambour, he was told to stand on the front of the loco and wave to the children en route! But when at Nambour, 1770 was swapped for steam loco No 1079 (BB 18¼ class), he was not enamoured of the idea of being tied to the smoke box! However, they decided to give him the fireman's seat instead, much to his relief. It was his first ride on the footplate of a steam loco, and, after his exciting and thrilling ride from Nambour to Brisbane, he has fallen in love with 1079 and states that his next steam loco model is to be of 1079!

Back at the Clubrooms the 16.5 mm trackwork is complete now that all the trackwork at the 'jessport' terminus has been done - some of our new younger members (Tony, Paul and others) played an active part in this work.

The terminus is planned to have an English flavour, using OO scale clearances, but these will be adjusted to allow an odd Sn3½ train to enter now and then!

As this is the last Journal for 1983, our best wishes for 1984 go to all our fellow members throughout Australia - and the odd ones beyond.

Steve Malone

STATION TALK

by Arthur Hayes

AIR CONDITIONED TRAINS : DAYLIGHT RAIL TOURS

1983 saw a new era in the Daylight Rail Tours between Brisbane and Cairns; the tourist can now enjoy the journey in air conditioned comfort.

To make up two separate consists, four steel a/c cars (sitters) and four freight vehicles were modified, and will be marshalled in the following order:

Loco, PYCR, MBLM, MBL and MBV

PYCR Nos 38436 and 37653

These power units consists of a QRPC power container permanently mounted on the centre of a PYC wagon. Modifications include fitting of two electrical control cubicles, together with extension to both power and air lines at the trailing end of the wagon. Freight couplers have been modified for connection to a/c cars. The wagons have been reclassified 'red diamond' and are suitable for use on passenger trains. The wagons have been painted black and the container to suit the usual air conditioned train colour scheme.

Economy Class Sitting Cars MBLM 1522 and 1526

The last two MAL first class sitting cars are modified to carry 44 Econ passengers and one tour escort, plus an information desk fitted for the tour escort, wired for public address system, amplifier-tape player unit installed in the information desk. Inter-carriage door at leading end is permanently locked when car in use on daylight train.

Economy Class Sittings Cars MBL 1530 and 1534

The inter-carriage door at trailing end is locked when car is in use with the daylight train. Wired for public address system, with a spare amplifier tape player. Other significant features are as for MBL sitting cars in general.

Brake Vans MBV 1783 and 1813 (TGV Brake Vans

The spare crew compartment is converted to a baggage compartment. The windows in this area are frosted. The ceiling water tank is removed with an underframe water tank added. Front couplers are modified for connection to a/c cars. Vans are painted to suit the usual a/c train colour scheme. The colour outlay is the same as for the a/c cars; in other words, the blue strip above window level runs the full length of the van.

Passenger accommodation on this train is 96, compared with 108 passengers for the twin 2000 class Railcar. The new consist left Brisbane on its first trip on Sunday 24 April 1983, with DEL 1568 providing the muscle. This service will run weekly from both ends May to October.

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BOX FLAT TO FISHERMAN ISLANDS COAL TRAINS

During the mid 60s, hundreds of four-wheeled coal hoppers made their way daily to and from the Brisbane and Ipswich areas, but as steam power gave way to diesel, so did this traffic also reduce. The private sector was also into the same program, coal burners being converted to oil combustion burners. Others transferred to river transport and power generator stations being built on the coal fields; all in all, this traffic has been reduced to less than one train a day by the 80s. Coal coming into the Brisbane district being approximately 4 to 6 hoppers to the PA hospital, half a dozen to CSR at Bulimba, with the largest user being the APM paper mill at Petrie with anything up to about two dozen hoppers daily.

In the early 70s we saw a reversal, coal was shipped to Swanbank Power Station. Strikes, etc, had the stockpile reduced for the winter period and coal was railed in from North Queensland.

Now in the early 80s we see the

West Moreton coal fields join with their bigger brothers in the north in the export market. Coal from Rhonda, New Hope (Tivoli), Westfalen and Aberdare colliery is being railed from Box Flat to Fisherman Islands. At Box Flat (3 miles 8 chains on the Bundamba-Redbank loop) an elongated Balloon loop 1.875 km was constructed at an estimated cost of $1 911 000. The loop leaves the branch at 9.845 km from Bundamba, rejoining at 9.765 km with a minimum curve radius of 150 metres (7½ chains), maximum grade on the loop being 1 in 104. The Commissioner anticipated annual revenue of $5.625 million to come from coal originating from the new line. At present, coal is being loaded by two front end loaders, taking approximately two hours to load a train with five wagons being loaded similarity. Facilities to be provided by the companies include a coal loader at 1.148 km and a weighbridge at 1.218 km.

At the river end a $30 million coal export terminal was developed jointly by Queensland Bulk Handling Pty Ltd and the Port of Brisbane Authority. QBH is a joint venture company owned by Surrey Properties which operates the Newhope Colliery and TNT Bulkships Ltd. The new terminal will be able to export 1.5 million tonnes of West Moreton steaming coal a year; this can be expanded to 15 million tonnes. Ships will load at 1500 tonnes an hour from four 60 000 tonne stockpiles. Ships to 60 000 tonnes deadweight may use the berth. Trains arriving at Fisherman Islands are admitted to a newly constructed run around loop. Locos are cut off and run around their train and then pulled the train back into the unloading road; this line parallels the main line and can hold comfortably one full train each side of the unload point. Coal is discharged through the bottom of the wagons one at a time in a covered unloading station onto a conveyor belt which lifts the coal back over the unloading and main lines to the stockpiles; trains take about one hour to unload.

Two trains of 30 VAO class coal hoppers with a TRV or similar steel van at each end are hauled by two 2350/2370 class DELs in multi have been allocated to the traffic. Trains are stowed at Redbank with a round trip taking approximately nine hours. Timetables are made up each week and issued per train notice; normally three round trips are made each day, six days a week. A round trip being a train leaving Redbank to Box Flat to load, to Fisherman Islands via Corinda, Yeerongpilly, Dutton Park, Cannon Hill and Lytton Junction to unload and return to Redbank empty.

Sunday both trains are loaded, one morning and the other in the afternoon, both trains returning to Redbank and stored. During the weekdays, the first train is timed to arrive at Fisherman Islands for a 7 am unloading, then proceeds to Box Flat for loading, returns to Fisherman Islands for unloading at 3 pm. This train then returns to Redbank and onto Box Flat for unloading to make the first train back to Fisherman Islands the next day. Tuesday and Thursday mornings this train also finds its way across the Wacol weighbridge. The second train is timed to arrive for unloading at 10 am, then returns to Box Flat for loading; this train is then stowed at Redbank to make the same run the next day. On Saturdays both trains make their way to Fisherman Islands to unload; the first unloads about 7 am and the second at 10 am. After the trains unload, they return to Redbank and are stowed. Sometimes the first train returns to Box Flat and makes a second trip to unload at 3 pm.

Four 2350/2370 Class DEL have been allocated to the working, but all classes of locomotives that can be multi have been seen, including the new 2170 class working the coal trains. The working also stipulates that the 90 tonnes locos be multi-coupled back to back. Diesels are serviced at Mayne, Monday and Wednesday for train one and Tuesday and Thursday for train two. During this manoeuvre locos are swapped from one working to the other, subject to added maintenance during this period. All coal trains are worked by Ipswich crews, with three round trips a day, six sets being required for the working.

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NEW BIGGER COAL WAGONS

Prototype VAZ 42794 rolled out of Com-Eng for Ipswich Workshops to go under stress testing on Thursday 3 March 1983. Testing was carried out on the Box Flat - Fisherman Islands coal trains and returned to Com-Eng on Saturday 26 March 1983.

356 of these wagons are now on contract to Com-Eng for Blair Athol coal traffic. QR43 bogies built by Com-Steel will be delivered at a rate of 10 per week for the new wagons. This new swing motion bogie will replace the conventional three piece cast steel freight bogies which have been used over the last 30 years.

The Swing Motion bogie (so called because of the unique swinging action of its main components to dampen lateral forces) is used extensively in the USA and also by Hamersley Iron in WA. But this is the first time the bogies will be used by an Australian State Government System.

The bogies will be some of the latest used in the system and will be operating at a normal 20 tonne (gross) axle load. They are being manufactured under licence to the national castings division of the Midland Ross Corporation, USA. The latest design features (including huck-bolting the transom and rocket seat together, and the adoption of a modified axle box housing) have been incorporated in the bogies to further improve the already impressive in-service performance that has been experienced by overseas and Australian railways operating the standard gauge version. US Railway systems using this type of bogies include Burlington Northern, Union Pacific and Atcheson - Topeka and Santa Fe have reported improved vertical and lateral ride characteristics as well as being able to operate trains at higher speeds. These features also lead to improved life of both wheels and rails.

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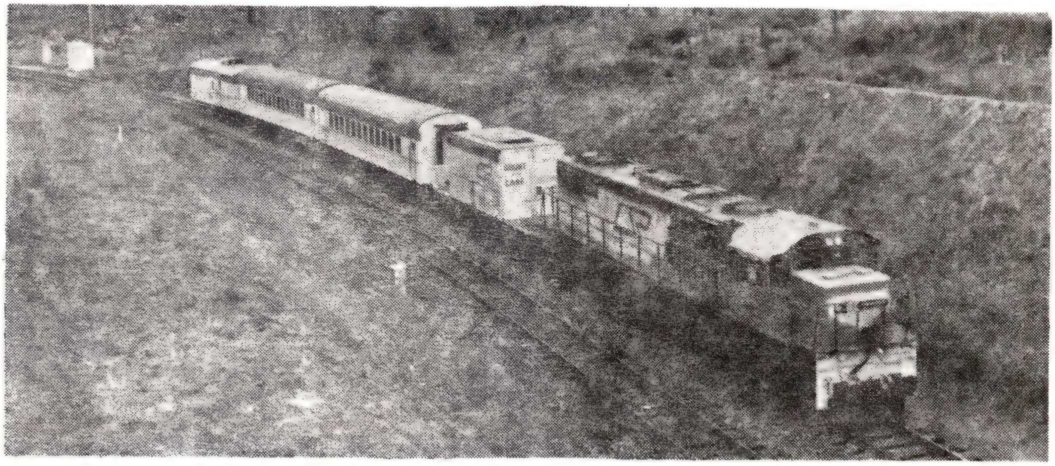
HOS CLASS CONCRETE SLEEPER WAGONS

30 concrete sleeper wagons class HOS are being placed in service. These wagons are being converted from HO and HOF class wagons by removal of body sides and ends and fitted with end and middle stanchion supports similar to the WOS class wagons.

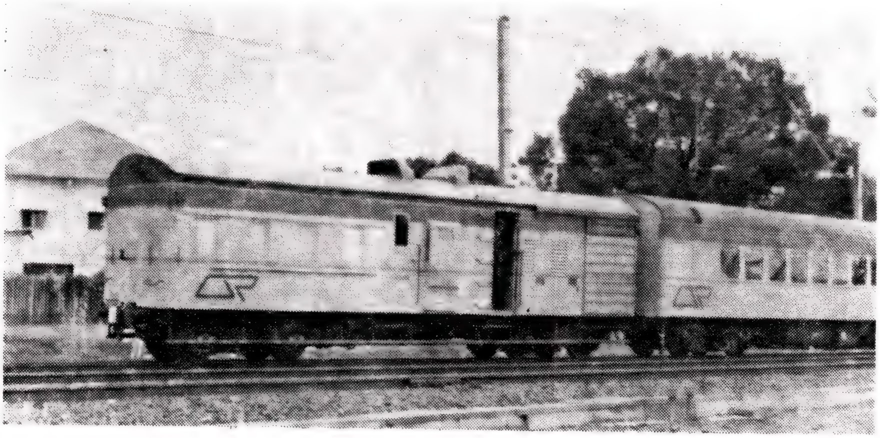
The wagons are designed to carry 144 prestressed concrete sleepers in six banks of 24, three banks at each end of wagon.



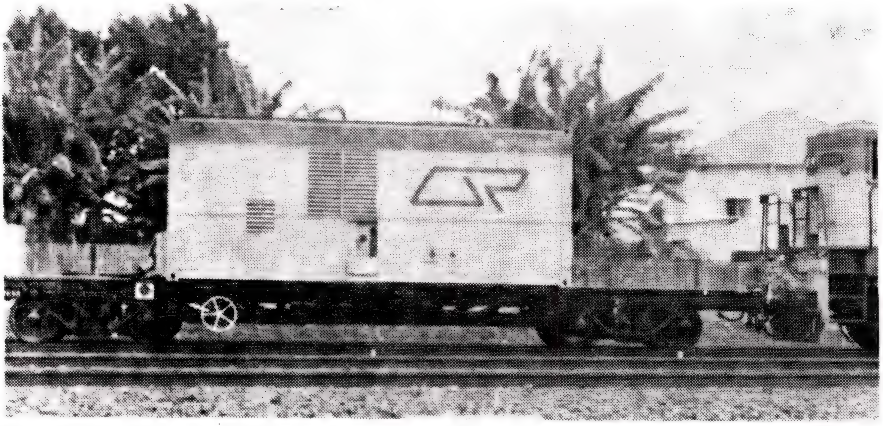
The first air conditioned daylight train heads north hauled by 1568.

Photo by Ray White

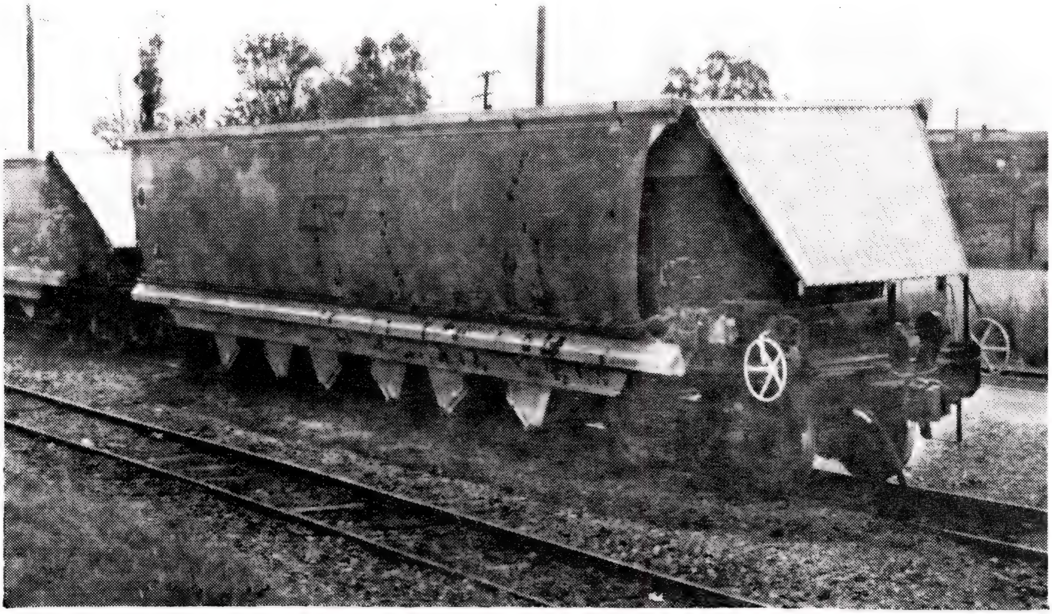
Qld



The remodelled TGV brake van, now classed MBV.

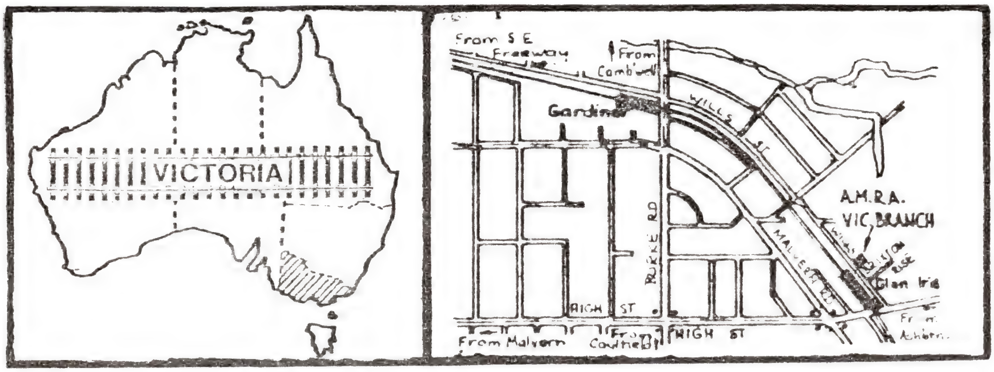


The new 'Power Car' PYCR flat car with QRPC 'power pack' permanently fixed onto it.



The new monstrous VAZ coal wagons having a 20 tonne axle load.

Photo by Ray White



PRESIDENT'S MESSAGE

At long last we may soon see more progress with regard to the storage building; Gordon Duncan has completed the plans and they will be submitted to the Malvern Council for final approval before very long.

Not much else to report from the Committee Room as we could not commit the Branch to further expenditure in the absence of our Treasurer overseas. Incidentally, the September COM meeting finished at 10.30 PM!! The earliest on record! Of course, any connection between the early finish and the Treasurer's absence is purely coincidental!

Anyway, its good to see our members are now back home, safe and well, and I must apologise for having omitted to mention Carol Stuchbery as one who also took part in the Association of Railway Enthusiast's tour of the UK and Europe.

It is pleasing to report further progress on the Club layout - some city buildings, from kits built up by Bill and Elizabeth Secker, have appeared in Pantlin and the turntable is now installed in Pantlin Station. The overhead driver's panel is fully operational, except for the track detection indicators and the central mountain area, now a more natural shape, is ready for planting of trees and other foliage - VOLUNTEERS WANTED, URGENTLY!!

The first weekend in October saw your President making the trip to Sydney for the NSW Branch Annual Exhibition, but I must admit that my first call in Sydney was at the Railway Shop where I was able to purchase a plan of a standard NSW elevated coal bunker, which large structure is planned to be part of my future exhibition layout.

Overall, I felt that the NSW Exhibition was not quite up to the high standard of previous years; may be because of the absence of a top NSW scene layout of the calibre of Bylong, Menangle or Western Division. However, there were some very good layouts, and, among the best, in my opinion, were Pebble Creek Junction (with photographs of the prototype to show that the scenery was 'for real'), the Somersetshire Midland, with commentary by Phil Knife and Peter Betts, the Coonamble boy's model of a city railway, with trams, Mallee Creek, which featured continuous operation of coal trains, the narrow gauge layout (Kingfield, Twinlakes and Maine) by Victorians Doug Kelly and Tony Walsham and the very impressive small layout of Rio Grande Miniland. Why is it that the narrow gauger's are able to construct such fine detail? The bridgework on the last-mentioned layout was superb!

During morning tea on the Saturday, I was able to participate in a 'Presidential' meeting with Bob Wardrop of NSW and Queensland's Cec Wall, during which it was agreed that Journal should provide news and information for the membership of the type that AMRM cannot provide because of its general distribution, and, with this in mind, I would suggest Journal as a starting place for budding writers of constructional articles. If you develop further literary skills, by all means submit your articles to

AMRM for general reading, but why not give Journal a try first?

Further to my suggestion that some clinics on 'Modelling Victorian' be included in our next 'Open Day' in February 1984, Graham Brown has offered to present one - we need two more to make it a 'goer'. How about it?

I was pleased to see the Croydon (Victorian) Model Railway Club hold a very successful first exhibition. This Club is only a year old and are very enthusiastic. Congratulations to President Jack Haynes and his Committee.

Apart from the Croydon Narrow Gauge Group's layout, which was also seen at the AMRA 1983 Exhibition at Camberwell, possibly the best layout was Ken Ham's Southern States layout - the control panel on this layout is excellent, and, in my opinion, should be outside for better viewing!

Roger Lloyd

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GENERAL NEWS

We had the pleasure of a short visit by Steve Malone from Queensland and John Martin from WA during the month, and we trust they enjoyed themselves.

On a sad note, we regret that Peter Eisenhut will be permanently departing our shores in December - Peter is a fine modeller of the type we hate to lose, but Australia's loss will be Switzerland's gain. Our best wishes go with him.

Only three members could be persuaded to show any of their talent for 'doing things' at our Clinic segment during our October meeting - Roger Lloyd making points, Ray (Barney) Brownbill making trees and Gordon Duncan messing around with some water tanks. Why is it that our members are so shy of exhibiting their skills? Is it that they don't want to show people how they do it, or are they just too darned lazy to bother?

Although the 'Scenery Month' will have come and gone by the time you read this, I'm quite sure there will still be plenty of room on the Club layout for more trees, foliage, groundcover and buildings so if you get something for Christmas you don't want or are feeling generous around that time - think about the Club layout, may be it will find a home there!

'Sleeper'

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VICTORIAN BRANCH ANNUAL EXHIBITION - 1984

The 1984 Exhibition will, as usual, be held at the Camberwell Civic Centre, from Friday 9 March to Monday 12 March, inclusive, from 10 am to 10 pm on Friday and Saturday and 10 am to 7 pm on Sunday and Monday.

PLEASE NOTE THE EARLIER CLOSING TIMES ON SUNDAY AND MONDAY.

The earlier closing time on Monday has been arranged to allow exhibitors more time to dismantle and remove their stands - at the last two exhibitions the packing up has been left to some half dozen or so willing workers, some of whom have worked through the whole FIVE days (don't forget the Exhibition is 'set up' on the day BEFORE it opens!), with the result that some members have not got home till the early hours of the next (for some, anyway) WORKING day.

It is realised that many are limited in the amount of time that can be expended to assist at the Exhibition, but, please, give some thought to assisting with the packing up on the Monday night, even at the expense of a session during the Exhibition.

All exhibitions open to the public are 'showcases', therefore, let us strive to present our Association and our hobby in the best possible light. ALL members are exhorted to provide that 'little extra' that can be so much help, and not leave everything to the 'ever-willing regulars'.

As in past years, we are catering for all railway modellers with the AMRA (Victorian Branch) OPEN MODELLING COMPETITION, which has three divisions:

Division 1 - Locomotives
Division 2 - Rolling Stock
  a Freight
  b Passenger
Division 3 - Lineside Structures

The outright winner will be awarded the AMRA (Victorian Branch) Cup and trophies will be presented to the winners of the three divisions.

Models for entry in the Competition MUST be presented to the AMRA Information Stand at the Camberwell Civic Centre between 6 and 8 pm on THURSDAY 8 MARCH 1984.

All models MUST be collected at ther conclusion of the Exhibition at 7 pm on Monday 12 March 1984.

Roster Supervisor for the Exhibition is again John Frost. If you are able and willing to help, make yourself known to John at any General Meeting and put your name on the Roster. If you cannot get to a General Meeting, and still wish to assist at the Exhibition, please contact John at -

8 Tristania Street
EAST DONCASTER Vic 3109
Telephone: 848 2236 - 7 - 9 pm

The Roster is for AMRA members who can man Victorian Branch layouts and stands and carry out other duties necessary for proper functioning of the Exhibition.

DO NOT enter your name on the Roster if you are working on a private, commercial or other Society exhibit.

Once again, the number of applications exceeded the amount of space available, and there will be several new layouts, as well as some which have been seen before, supported by a wide selection of commercial and other Society displays.

Bob Edwards
Exhibition Manager

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LIBRARY NEWS

There are a lot more books about prototypical railways than about railway modelling, in case it had never struck you. In this little lot the ratio is eight to one, and the one is only achieved with a 1978 title that I'd previously missed.

It's Building 'OO' Scale Commercial Road Vehicles by Derek Waugh and David E Jane, published by Almark. A useful introduction to HO modelling (or modelling in any scale, for that matter), and the lessons could apply to rolling stock as well. A useful little book with lots of diagrams.

Other than that, we're all over the place. Which brings me to the first prototype title, which is indeed all over the place. Called Trains of Australia: From Old to New! (and don't forget the exclamation mark); it's published by Western Colour Print Pty Ltd, and no editor claims responsibility. The cover shows a steam-hauled ARHS excursion train and the XPT. Apart from that it is a collection of photographs, in no order, gleaned from God knows where, and captioned by God knows whom. Some are dated, most not. Some are in colour, some not. A fairly pointless picture book, except that you might just find a colour photo of the loco you're modelling, from just the right angle, one of these days. And it was cheap.

If you're into the Hunter Valley, here's the Railmac Publication you've been waiting for: 10 Class Tribute by Steve McNicol, lots of photos and lots of history of the South Maitland Railways' wonderful big tanks, which only came out of service a few months ago.

Still in New South Wales, we have a nice production by the NSW Rail Transport Museum, Pansy the Camden Tram by Ian Dunn and Robert Merchant. It's a considerably enlarged version of The Camden Tramway published in 1967 (I've never been able to get hold of a copy), and it's beautifully done, from the cover photo of a lonely little tank engine with a single carriage in an outer suburban landscape, to the milling hordes of people and cars around the train on its last trip.

To South Australia for a book from Nesfield Press in 1980, with the beautifully academic title of Some Historically Insoluble Railway Problems in South Australia by Reece Jennings. A reminder, if one were needed, that the history of railways is usually a political history. Dr Jennings begins one chapter, "Political interference with actual railway operations began even before a single railway line was built". We are reminded that the book in fact began life as a talk given to the Historical Society of South Australia by such asides as "(a Select Committee) concerned itself with such major policy matters as whether one of the staff used to run naked along the Glenelg beach in return for bottles of brandy. He was sacked; no doubt because of jealousy".

Western Australian Preserved Locomotives is another Railmac publication, edited by David Whiteford and several others. A full-scale nostalgia kick for those of us lucky enough to be on the ARHS 'Pendennis Castle' trip. There she is, on the front cover, the photo taken on that same trip. Lots of others, too, with background, vital statistics, the lot. Good value.

Also from Railmac (what did we do in the long winter evenings before they came on the scene? I know -- modelling.) is NZR Locomotives, again by Steve McNicol. One of their earlier, less ambitious publications, but packed with good things.

The Victorian representative in this collection is something special, the VR's General Appendix to the Book of Rules, 1953, kindly donated by a member. If we want to run our railways in prototypical manner, here is the manner, write large - or at least, long. An absolute fund of information. Should there be other such, especially of other states, the Library would be delighted to have them.

Brian Southwell
LIBRARIAN

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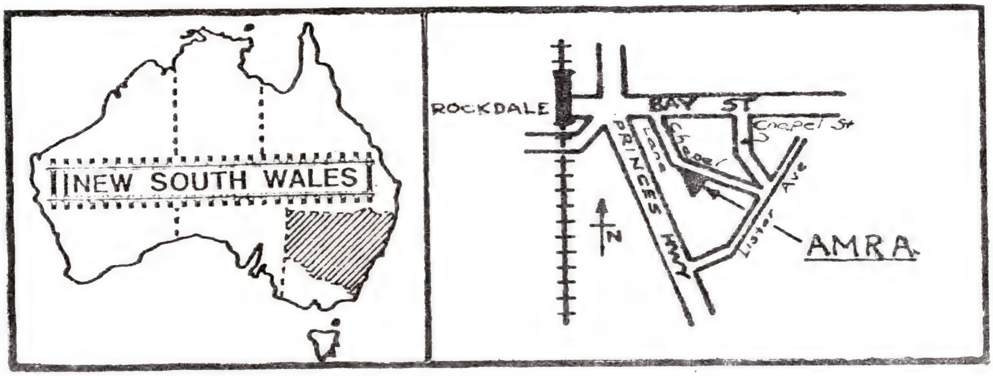
COMPLIMENTS OF THE SEASON AND BEST WISHES FOR THE NEW YEAR!

TO ALL MEMBERS OF THE AUSTRALIAN MODEL RAILWAY ASSOCIATION

FROM

THE PRESIDENT, COMMITTEE AND MEMBERS OF THE VICTORIAN BRANCH



News items are a little scarce this time as everyone has been busy preparing for, presenting and 'getting over' the Annual Exhibition! However, the following tid-bits will indicate that all is well and things are still happening.

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LAYOUT NEWS

Layout operating sessions continue to be well attended, and with the Festive Season falling at the end of this quarter, several operating sessions are included in the near future.

DECEMBER

3	Sat	Auction
9	Fri	Layout operation
17	Sat	Layout operation
23	Fri	No meeting. Christmas recess

NOTE: There will be no meetings between Saturday 17 December 1983 and Friday 13 January 1984.

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified, are as follows:

Fridays - 7.30 to 11 pm
Saturdays - 2 to 5.30 pm

Note: AMRA (NSW) Clubrooms telephone number is - 59 1899.

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VISIT TO SYDNEY TERMINAL STATION Saturday 23 July 1983

The inspection of Sydney Terminal Station by this second group of members managed, largely due to the smaller group, to see all that the first group saw on its two visits.

This time there were no mishaps, but for some reason nobody wanted to ride in a lift - preferring to use the stairs - I wonder why?

(See Journal 155 - page 144)

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NEXT QUARTER : JANUARY-MARCH 1984

FESTIVAL OF SYDNEY

At this time it seems likely that AMRA NSW Branch will be exhibiting a layout at a Hobbies Exhibition to be held as part of the Festival of Sydney next January.

SCMRA EXHIBITION - at Birkenhead Point - Australia Day weekend, 28, 29 and 30 January 1984.

COMPLIMENTS OF THE SEASON TO ALL!

'Mole'

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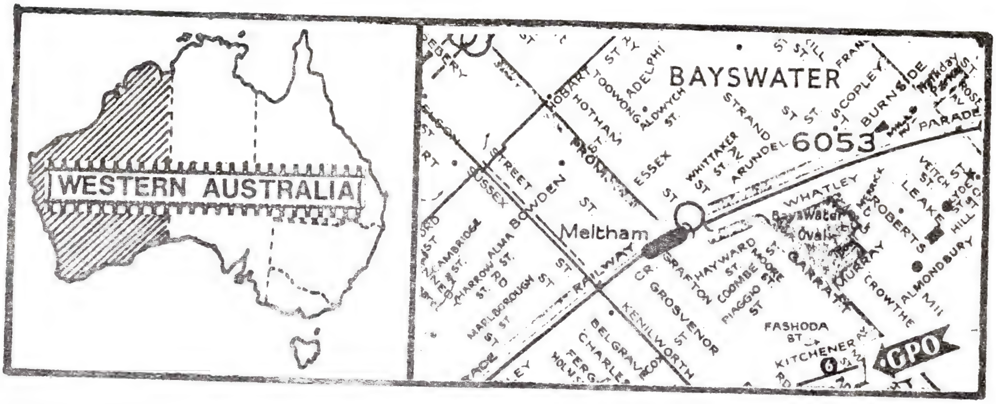

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays - 8 pm
Saturdays - 2 pm

The rooms will be open at least 15 minutes prior to the starting time.

All meetings will be held at the Clubrooms, upon Meltham Station, unless otherwise stated.

Interstate visitors are most welcome. If you are in Perth for any reason, would like to visit, but cannot attend a programmed meeting, please contact our Secretary, John Martin, on 447 5490.

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PROGRAM

DECEMBER

5	Mon	End of Year Auction for all your surplus model railway equipment. The Branch will take 10% commission on all sales. All items for auction MUST be declared by 8 pm. The rooms will be open at 7.30 pm for this purpose. The auction will begin at 8.30 pm. Auction forms will be available at Clubrooms - please fill these in BEFORE the night.
10	Sat	General Club Activities
14	Wed	Films
17	Sat	Christmas BBQ - our social event of the year Venue? - your place may be! Full details in the December 'Branchline'.
19	Mon	Club Projects Night The aim of these days is to work on Club projects, such as library cataloguing, layout maintenance and the upgrading of the Branch's facilities generally. On these days, the layouts will not be available and library will only be open for browsing and borrowing at the tea break and at the end of the meeting.
28	Wed	General Club Activities

JANUARY 1984

2	Mon	Layout Operation
7	Sat	General Club Activities
11	Wed	Bring and Show Bring along your latest project, a recent purchase, a new acquisition, and talk about it for a few minutes. The success of these nights depends upon you bringing in a model. Don't leave it to everyone else, they might be doing the same.
16	Mon	General Club Activities
21	Jan	General Club Activities
25	Wed	General Club Activities
30	Mon	General Club Activities

FEBRUARY

6	Mon	Guest speaker
11	Sat	General Club Activities
15	Wed	Slide Night Flash yours!! Your slides that is (what else?). Bring along a dozen or so of your model railway or railway slides. We would prefer slides that have not been shown previously.
20	Mon	General Club Activities
25	Sat	General Club Activities
29	Wed	General Club Activities

The above program is only tenative and may be the subject of change. For up to date details, please check the latest issue of 'The Branchline'.

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SHOPPING CENTRE DISPLAYS

As the Constitution requires each State Branch to be self-supporting financially, the need to pay for 'clubrooms' and the various other expenses involved in running a 'model railway club', make it necessary for the Branch to raise money by its own activities.

One way used by the Western Australia Branch is to mount displays in major shopping centres. For some years it has not been necessary for the Branch to 'tout for business'. We have been extremely fortunate in the support received from the membership, their expertise and friendliness to the public have given us a very good reputation, so much so that shopping centre managements approach us with requests for a display. Our displays are usually mounted during the school holidays, and generally involve setting up the display on Wednesday evening with the display manned and fully operational throughout the centre's opening hours on Thursday, Friday and Saturday. The display is taken down and returned to the Clubrooms immediately after closing on Saturday afternoon.

The basic display consists of one of the Branch's operational layouts, supported by a set of five modules which depict, in simple terms, 'how to get started in the hobby'; these modules were constructed by Australian Model Craft some years ago, and sent to Perth as part of their display at our annual exhibition. On completion of the exhibition, Bill Gardner very kindly donated them to the Branch to be used as we saw fit to promote the hobby, a function they do extremely well. We have a number of 'scenic dioramas', constructed by one of our members, Dick Smart, and donated to the Branch. These dioramas show how to use the most basic, and inexpensive, items to construct the scenic side of a layout - a job they do with great effect. Each of the dioramas shows something different.

We also have an area for the sale of back numbers of magazines, usually those which have been donated to the Branch by members and non-members. After extracting those we need for the Library, the remainder are displayed for sale when we exhibit in public. Another area is for Association publicity, and this is usually adjacent to an area set aside for members to work on their favourite project, a white metal kit, an etched brass kit, silastic moulding, 'scratchbuild your 'X' class', etc, depending on who is available and what they want to do.

Normally the display is set up as a rectangle, but can take many different shapes and sizes, depending on the location. The whole display is surrounded by a barricade. The barricade is constructed from standard lengths of 1½" galvanised water pipe, with the appropriate fittings, and has proved to be extremely strong, and very good at keeping the 'great unwashed' off the layout. This form of barricading was decided on after a lot of investigation and testing by two of our members, Alan Porter and Tony Gray. The barricading for any particular display is designed in advance, and only those pieces actually needed are taken. The 'gang' works from the master plan and most of the construction can be done while the rest of the display is being set up.

This sort of venture would not be possible without the time and efforts of a lot of people. We in the Western Australia Branch are very fortunate that so many of the members are prepared to get involved, not only with the physical work of setting up and taking down, but with manning the display. As these displays are usually arranged several months in advance, members arrange to have time off work where necessary.

Ted Thoday

HAVE YOU SEEN?

by Ted Thoday

Model Railway Constructor for July. Something different, the Wisbech Tramway. Historical, a look at Lionel models. Modelling the GWR 'Siphons'. Datafile - LSWR 30' seconds and thirds, and 32' lavatory firsts. Brunel stations, drawings, photographs and words. Modelling odd shaped diesels and electrics in fibreglass, a novel idea.

Model Railways for August. Building Kemilway's Series 80 chassis kit for the 61XX class (a review of the kits and manual is to be published shortly in Journal). Midland Railway's horse drawn vehicles. L&Y Railway's family saloon, drawings, etc. A new series, part 1, five rules for the novice scratchbuilder.

Model Railways for September.

Second part of the Kemilway Series 80 articles. The S&D long boilered 0-6-0s are modelled starting a three-part series with plans, photographs and information. Constructing the PC Models Meat vans and horse box etched kits. LNWR horse drawn road vehicles.

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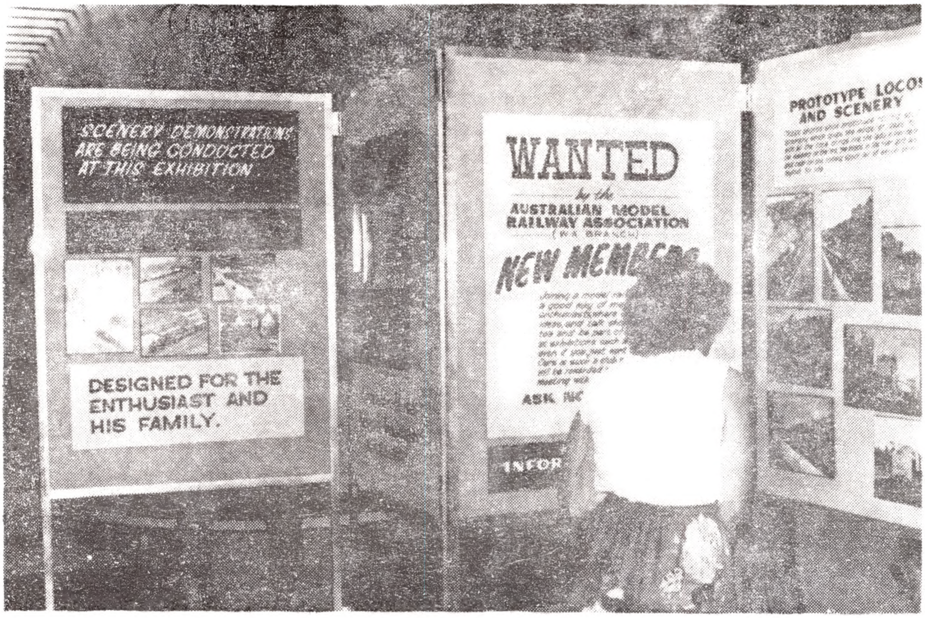
SHOPPING CENTRE DISPLAYS

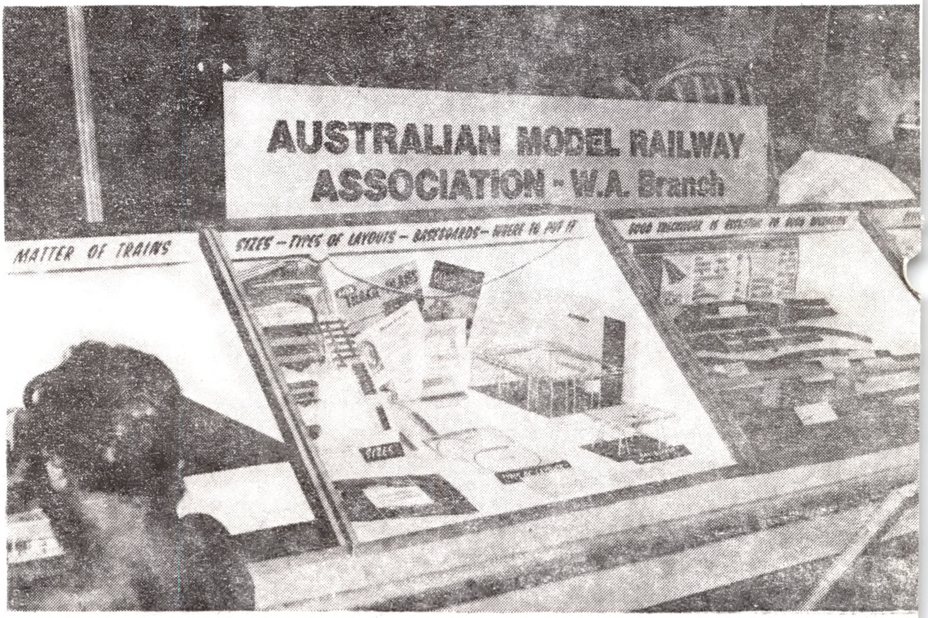
Photographs by Graham Watson


SCENERY DEMONSTRATIONS ARE BEING CONDUCTED AT THIS EXHIBITION
DESIGNED FOR THE ENTHUSIAST AND HIS FAMILY.
WANTED by the AUSTRALIAN MODEL RAILWAY ASSOCIATION (W.A. BRANCH)
NEW MEMBERS
ASK
INFOR
PROTOTYPE LOCOS AND SCENERY

"Can't find the mouse anywhere".

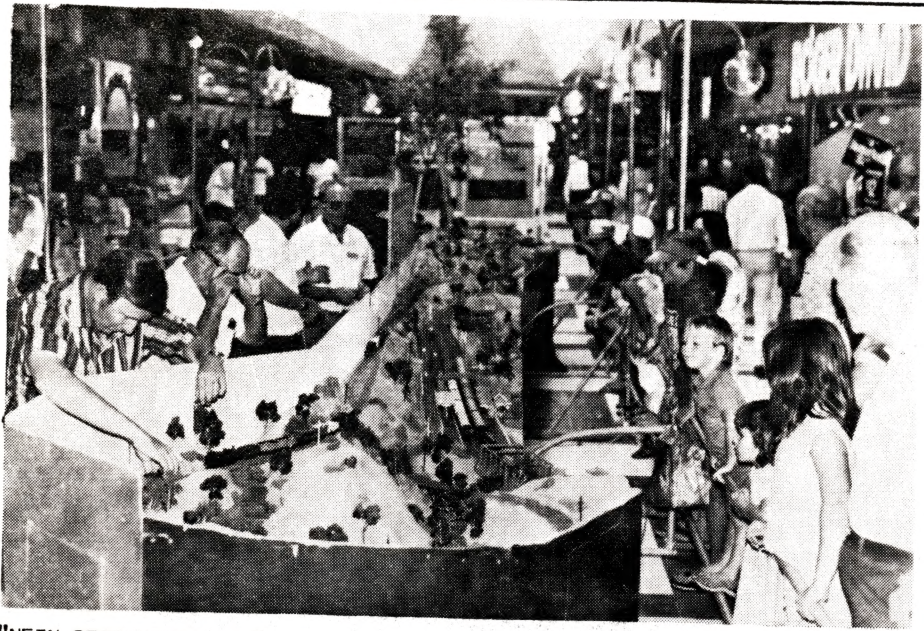
One side of the free standing display boards - constructed by Alan Porter, display material by Dick Smart.

The boards are designed to introduce the hobby and the Association to the public.


AUSTRALIAN MODEL RAILWAY ASSOCIATION - W.A. Branch
MATTER OF TRAINS
SIZES - TYPES OF LAYOUTS - BASEBOARDS - WHERE TO PUT IT

"Wonder if mum'll buy me one".

These modules, presented to the Branch by Australian Model Craft, show, in simple terms, how to get started in the hobby. They also create a lot of public interest.



"NEIN GERFINGERPOKEN".

Haltwhistle on Tyne - the Branch's award winning layout on display at Karrinyup Shopping Centre. The layout forms one side of a long, narrow, rectangular display. The 'junction' end, with the branch curving round the back scene.

"Resuscitation".

Ted Thoday trying to breathe some life into a failed loco amid AMRA publicity material and the scenic dioramas. The dioramas make very good talking points with the public.

FACES AROUND THE BRANCH

Branch Secretary, John Martin (right), and Cyril Cocker are caught deep in concentration while operating the 'Haltwhistle on Tyne' layout.

HINTS AND TIPS

KEAN PORTESCAP MOTOR/GEAR BOXES

Modellers of small boilered prototypes in the small scale/gauge ratios have had difficulty in the past in using these units as there was insufficient room inside the loco.

The new Portescap RG4/1219 unit should solve most of your problems. Dimensions are as follows:

Length overall (gearbox and motor)	20 mm
Gearbox width	10 mm
Motor diameter	6.5 mm
Axle centre to top of gearbox	22 mm
Cost in UK	16.50

This information printed by courtesy of the EM Gauge Society's July Newsletter.

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A STICKY TIP!

ex 'Branchline' - WA.

The removal of an object which has been stuck to the wall with the ubiquitous BLUE-TAC frequently leaves part of the BLUE-TAC on the wall when same object is removed. Fairly extensive research has shown that swearing at this rarely achieves anything. If, however, one is to get a small ball of BLUE-TAC and dab and roll this over the offending bit wot is stuck on the wall, patience will be rewarded with a BLUE-TAC(less) surface ... most times.

Paul Kehoe

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